

Road 267

# memorandum



TO	FROM	TO	FROM
Transportation Agency	Marjory Sawyer		
SUBJECT		DATE	
Lawrence Expressway Widening Project		Nov. 10, 1975 Nov. 5, 1975	

At its meeting on May 13, 1975, the Board authorized your agency to proceed with the subject project, and further requested the following:

#26

1. A report on savings and use of funds to lower sound and to meet objections re pedestrian traffic at Prospect High School.

#23

2. Report on pending road projects for Board's evaluation.

We are holding this item in our pending file. Will you please advise the present status. Thank you.

w1

Marjory Sawyer

Please remove both items from your files. They were reported out to BIS on June 3, 1975 (items # 23 & 26 on BIS agenda)

Lucas Montini 11-10-75

RECEIVED  
BOARD OF SUPERVISORS

NOV 12 10 15 AM '75

COUNTY OF  
SANTA CLARA

RECEIVED  
TRANSPORTATION AGENCY  
ADMINISTRATION

NOV 11 11 40 AM '75

COUNTY OF  
SANTA CLARA

RECEIVED  
DEPT. OF PUBLIC WORKS

NOV 7 1975

COUNTY ENGINEER

Office of the Board of Supervisors  
524 County Administration Building  
70 West Hedding Street  
San Jose, California 95110  
299-2323 Area Code 408

## County of Santa Clara

California

Date June 4, 1975

The Board of Supervisors, at its meeting of June 3, 1975

Referred to Transportation Agency Department

Agenda # 26 Description Report on status of modification to

Lawrence Expressway from Northlawn to Route 280.

Directive: Study & Recommendation Report  
Preparation of Papers Appropriate Action  
Reply to Writer

Remarks The Bd approved construction of soundwall & sidewalk as  
recommended by staff, and directed TA to negotiate with City of Saratoga  
re pedestrian walkway on the west side of Quito Rd in the project area.

*SAUE*

ATTEST: DONALD M. RAINS,  
Clerk of the Board

by Helen Bohannon

County of Santa Clara

California

TRANSPORTATION AGENCY

1555 Berger Drive  
San Jose, California 95112

TRANSMITTAL MEMORANDUM

*Road 2676*  
S.D. All

26  
Page 1 of 2

DATE: May 21, 1975

FOR: BOARD OF SUPERVISORS AGENDA OF June 3, 19 75  
FROM: MONTINI, TRANSPORTATION DEVELOPMENT  
TITLE: REPORT ON THE STATUS OF MODIFICATION TO LAWRENCE EXPRESSWAY -  
NORTHLAWN TO ROUTE 280

DESCRIPTION:

Introduction

At the May 13, 1975 meeting of the Board of Supervisors the Board authorized the advertisement of the Lawrence Expressway (Northlawn Drive to Route 280) project for bids with modification.

This modification consisted of a change in the southbound transition section. The southbound transition will consist of going from 3 lanes to 2 lanes between Prospect Road and Saratoga Avenue and from 2 lanes to 1 lane between Saratoga Avenue and Northlawn Drive.

This modification will result in a cost saving to the project of approximately \$9,000.

Discussion

The two suggestions for the use of this money were for additional soundwalls and additional pedestrian facilities in the vicinity of Prospect High School.

On March 12, 1974 the Board of Supervisors adopted a policy governing the installation of soundwalls (copy attached). Noise level readings have been taken all along the project. All locations that qualified have soundwalls. Additional readings have indicated that the area on the east side of the expressway between Mitty High School and Glentree Drive meets the requirement of the policy, and a soundwall will be constructed at this location.

The cost of this wall will be approximately \$14,000, and the cost is included in the project budget.

On May 15, 1975 the staff met with Mr. Romer, principal of Prospect High School to discuss the school pedestrian problem. Mr. Romer pointed out that the School District had a revokable easement through the property between Prospect Road and Graves Avenue. This easement has been revoked by the property owners, and the students are now

*Im* APPROVED: JAMES POTT *[Signature]* HOWARD CAMPEN

AGENDA DATA: DATE: \_\_\_\_\_ BOARD ACTION: RH 6/3/75  
ITEM NO: \_\_\_\_\_



TRANSMITTAL MEMORANDUM

Page 2 of 2

DATE: May 21, 1975

DATE OF AGENDA: June 3, 1975

TITLE: REPORT ON THE STATUS OF MODIFICATION TO LAWRENCE EXPRESSWAY -  
NORTHLAWN TO ROUTE 280

walking through the shopping center parking lot. It is recommended that a path be constructed along Lawrence Expressway between Prospect Road and Graves Avenue. It is possible to construct the path in the expressway right of way but to have a wider path and maintain some landscaping, we have initiated discussions with the property owners to determine the feasibility of obtaining an easement which would enable us to install a wider path and save some landscaping. It is estimated that the costs associated with an easement and path construction will be approximately \$9,000. The path construction could be done as a Change Order on the project.

Alternatives

There are three alternatives.

1. Do nothing; save the cost change.
2. Construct the path within the existing right of way.
3. Confer with the property owner and attempt to obtain an easement; then construct the path in the easement.

The first alternative would not solve any problems and would be inconsistent with previous Board action.

The second would destroy landscaping in the path limits.

The third would provide the path and save some landscaping.

Recommendation

Proceed with alternative 3. Attempt to obtain the easement and construct the path.

If it is not feasible to obtain an easement, then construct the path in the expressway right of way.

LM:TAC:vlt

attachments

March 28, 1974

Sent to each Director of Public Works and each Director of Planning for all cities in Santa Clara County.

Subject: Policy for the Installation of Fencing and Noise Attenuation-Buffering Devices on County Expressways

The County Board of Supervisors on March 12, 1974 adopted a policy for the installation of fencing and noise attenuation, buffering devices on County expressways. A copy of that policy is attached.

In order to insure that noise levels and noise mitigation measures are considered during the land development process, we are sending a copy of this policy to each city engineer/director of public works and to each city planning director.

Please call if you have any questions.

Very truly yours,

JAMES T. POTT  
Director

LOUIS MONTINI  
Assistant County Engineer

LM:SAB:vlt  
attachment

cc: Thomas R. Lammers, attention: Bob Keller  
Roy Cameron  
DPL  
RMS  
RBP

POLICY FOR THE INSTALLATION OF FENCING AND NOISE  
ATTENUATION-BUFFERING DEVICES ON COUNTY EXPRESSWAYS

In order to provide enforced observance of acquired access rights on expressways, provide for the general safety of people using expressways and lands adjacent to expressways, and mitigate noise levels on lands adjacent to expressways, the County policy on fencing and noise-buffering devices shall be as follows:

1. Access Control and Safety Fencing Installation Policy

Six-feet high chain link fencing shall be installed at County expense to preserve access rights observance and to provide for the safety of both the users of lands adjacent to expressways and the users of expressways, in accordance with the following criteria:

Degree/Type of  
Access Control

Fencing Policy

- |   |   |
|---|---|
| A. Full access rights purchased.  | Full fencing installed.                                     |
| B. Partial access rights purchased.   | Partial fencing installed.                                  |
| C. Full/partial access acquired by land development proceedings with a frontage road adjacent to the expressway.    | Full/partial fencing installed                              |
| D. Full/partial access acquired by land development proceedings without a frontage road adjacent to the expressway. | Full/partial fencing installed in residential use property. |
| E. Land acquired without access rights being acquired.  | No fencing installed.                                       |

2. Noise Attenuation-Buffering Devices Installation Policy:

A. General Considerations:

The Department of Public Works will cooperate with the affected cities and land owners/developers in mitigating noise levels on lands adjacent to the Expressway System. A goal of this policy is to encourage cities and landowners/developers to provide noise mitigating measures in land development policies in order that noise levels are at or below accepted standards. In the event studies indicate that noise levels will exceed the following listed standards 10 percent of the time (L10) during the peak hour traffic and that significant reductions in the noise level can be achieved through the installation of an attenuation-buffering device, the Department of Public Works will allocate funds for the installation of attenuation-buffering devices for land use categories B and E as follows:

<u>Land Use Category</u>	<u>Design Noise Levels</u>	<u>Examples</u>
B	70dBA (exterior)	Residences, motels, hotels, public meeting rooms, school churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks.
E	55dBA (interior)	Inside public meeting rooms, schools, churches, libraries, hospitals, and similar public buildings.

B. New Expressways:

Special consideration of noise mitigation measures will be included in the design process for new expressways. Where prior category B/E land use exists adjacent to a new expressway, the County will include, in its construction plans, the installation of a noise attenuation-buffering device to be fully paid for by the County.

C. Existing Expressways:

- The County will install/participate in noise attenuation-buffering devices for land use categories B/E that are adjacent to existing expressways as follows:

(1) Expressway exists prior to proposed land use

Where an expressway exists prior to proposed category B/E type development, County will contribute the equivalent cost of a chain link fence (regardless if a chain link fence exists or not) to the developer towards the installation of a noise attenuation device that is acceptable to the Public Works Department.

(2) Improvement of an existing expressway

Where the County is proposing an expressway improvement project, the County will include, in its plans and specifications, the installation of a noise attenuation-buffering device, to be fully paid for by the County.

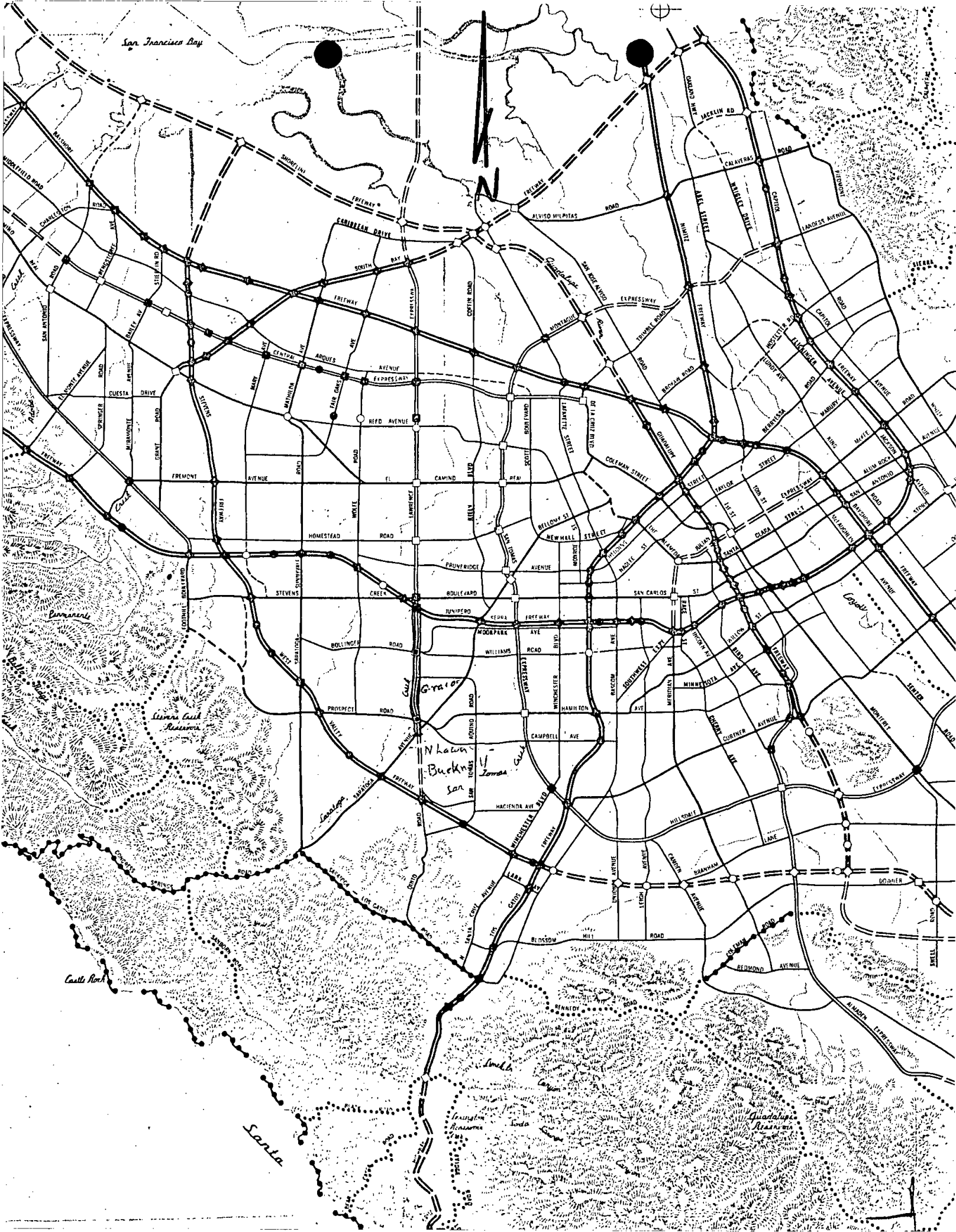
(3) Existing expressway adjacent to existing land use

Where an existing expressway is adjacent to existing category B/E type land use and half of the adjacent property owners between two adjacent public street openings to the expressway desire the installation of a noise attenuation-buffering device, this area will be included in a County program of installation of attenuation-buffering devices to be fully paid for by the County.

3. Enhanced Access Control Facility Installation Policy:

Where existing/proposed land use categories B/E that are adjacent to the expressways fall within the above mentioned, access control and safety fencing installation policy (#1) but are below the noise level criteria in the above mentioned noise attenuation-buffering devices installation policy (#2), the County will participate in installation of enhanced access control facilities in accordance with the following criteria:

When more than one-half of the adjacent and/or directly affected property owners between two adjacent public street openings to the expressway desire the installation of an enhanced access control facility, the cost to the County of such installation shall be the equivalent cost of a chain link fence (regardless if a chain link fence exists or not).



# 26  
6-3-75

May 29, 1975  
12585 Quito Road  
Saratoga, Ca. 95070

Santa Clara Board of Supervisors  
70 West Hedding Street  
San Jose, California

Enclosed is a petition signed by area residents who live on the streets between the medical buildings and the Bucknall stop light in the Saratoga area of Quito Road. We were unable to reach all the residents but this is a good show of the small area involved. Our time has been limited since the bids go out on June 5, 1975. Residents are very bitter about any further traffic being brought into the area. Most people were not even aware about the widening of "Lawrence Expressway".

We know that sidewalks were not included in the plans because we have been down to the "Santa Clara Transportation Office and looked at the plans ourselves. You have included them on the San Jose side down to Northlawn Drive. Nothing for the residents on the Saratoga side of the street. The monies for this improvement is coming from federal, state and county funds. These funds belong to the residents of Saratoga just as much as they do to anyone else, so why are we getting stuck with your traffic which we don't want but you can't even give us a very small piece of the pie and give us the protection of at least sidewalks and decent curbs. Many residents do use the medical buildings and stores at the corner and also our children walking to Prospect High School need them very badly for their safety.

In no way is this Petition ment to raise taxes for home owners on Quito Road. We want this incorporated in the bids going out June 5, 1975.

A safety hazard exists at present on Quito Road, widening of "Lawrence Expressway" increases this hazard, leaving us the residents of the area no protection on Quito Road.

Sincerely,

Mrs. Essie Roper

Mr. Glenn L. Roper

JUN 3 1975

May 17, 1975

We the undersigned residents of the Quito Road area of Saratoga respectfully request the "Santa Clara County Board of Supervisors" include in the project approved on May 13, 1975, widening of Lawrence Expressway from 4 to 6 lanes between Bollinger Road and Northlawn Drive, that sidewalks and curbs be incorporated in the bids being opened June 5, 1975. We request the sidewalks and curbs begin at 12425 Quito Road and end at the Bucknall stop light.

We wish this as an added safety measure for the residents as well as our children walking to Prospect High School.

Glenn L. Ryber 12585 Quito Rd. Saratoga  
Ernie M. Rapen 12585 Quito Rd. Saratoga  
A. C. Freyer 12613 Paseo Olivos Saratoga  
Maria Freyer 12613 P. Paseo Olivos Saratoga  
R. L. Freyer 12614 Paseo Olivos Saratoga  
William C. Phillips 12545 Quito Road, Saratoga  
Rose H. H. H. 12425 Quito Rd. Saratoga  
Wayne D. Braun 12623 Quito Rd. Saratoga  
Catherine Moore 12636 Paseo Olivos Saratoga  
John F. Moore 12676 Paseo Olivos Saratoga  
Mrs. J. W. Deacon 12639 Paseo Olivos Saratoga  
Albert J. van Wier 12643 Paseo Olivos Saratoga  
Zara van Wier 12643 - Paseo Olivos, Saratoga  
Kurtis Abbott 12630 - Paseo Olivos, Saratoga  
Gina J. Phillips 12545 Quito Rd., Saratoga  
Victor M. De la Cruz 12521 Paseo Flores Saratoga  
Judy Maria Tava 12548 Paseo Flores Saratoga  
Jessie Smythward 12533 Paseo Flores Saratoga  
Valerie Smith 12515 Paseo Flores Saratoga  
Lyle R. Smith 12515 Paseo Flores Saratoga



Mr. & Mrs. Larry P. Feathers	12681	Paseo Olivos	Saratoga
Mr. & Mrs. Don Allen	12619	Paseo Olivos	Saratoga
Linda Lee Wilkinson	12590	Paseo Cerro	Saratoga
Linda Williams	12570	Paseo Cerro	Saratoga
<del>Thyde Young</del>	12601	Paseo Cerro	Saratoga
Mrs. Floyd C. Lang	12601	Paseo Cerro	Saratoga
Dr. R. E. Kirk	12521	Paseo Cerro	Saratoga
Carol Jackson	12500	Paseo Cerro	Saratoga
Marilyn Johnson	12501	Paseo Cerro	Saratoga
Cruz Brown	12481	Paseo Cerro	Saratoga
John Winston	12480	Paseo Cerro	Saratoga
Mrs. D. Burns	12491	Paseo Cerro	Saratoga
Mrs. Craig	12471	Paseo Cerro	Saratoga
Shannon	12460	Paseo Cerro	Saratoga

# memorandum

#20 5-13-75



TO	BOARD OF SUPERVISORS	FROM	ROD DIRIDON
SUBJECT	PROPOSED WIDENING OF LAWRENCE EXPRESSWAY	DATE	MAY 13, 1975

WHEREAS, ADT counts have warranted the widening of the section of Lawrence Expressway between Bollinger Road and Northlawn Drive; and

WHEREAS, the two lanes added will be in the existing median; and

WHEREAS, provisions of this project include the installation of sound walls; and

WHEREAS, plans call for the construction of a continuous bike route to run between Stevens Creek Boulevard and Saratoga Avenue; and

WHEREAS, failure to approve project would halt plans to construct needed wheelchair ramps at intersections, which would also facilitate bike riders; and

WHEREAS, a feature of this project is the installation of interconnected traffic signals which would greatly aid pedestrians; and

WHEREAS, future plans call for full landscaping of this section of the Expressway, including the re-location of thirteen olive trees along Quito Road; and

WHEREAS, the addition of two lanes to this section of the Expressway makes the entire expressway a prime candidate for setting up an exclusive bus/car pool lane; and

WHEREAS, public participation during the last three years has included several meetings with homeowners in the affected area and a formal public hearing, the results of this input being reflected in the current design of the project as evidenced above; and

WHEREAS, failure to let a contract on this project by June 30, 1973, will result in the loss of approximately \$700,000.00 in federal funds to the county; and

WHEREAS, objections to this proposal are primarily concerned with the project design at its southern terminis;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors, County of Santa Clara, State of California, that the proposed widening of that section of Lawrence Expressway between Bollinger Road and Northlawn Drive be made available for contract bid, amended to reflect such design changes as necessary to mitigate the problems of traffic impacting Quito Road.

RJD/MB/kim

# memorandum



TO	Gary Voecks	FROM	Gerry Steinberg
SUBJECT	Lawrence Expressway Widening	DATE	May 6, 1975

Please have the Lawrence Expressway Issue reagendized on  
Tuesday, May 13th.

GERRY STEINBERG

RR/j

# memorandum



TO	Board of Supervisors	FROM	Gerry Steinberg Supervisor Fifth District
SUBJECT	Lawrence Expressway Widening	DATE	April 30, 1975

The Board has a perfect opportunity to show the residents of Santa Clara County that our commitment to alternative transportation is not simply rhetoric. I refer specifically to the proposed widening of a section of Lawrence Expressway from four to six lanes. I request that the Board agendaize this matter for the following reasons and request the Transportation Agency to withhold all proposals for bids until next week.

1. My concern that the residents in the affected area have not had adequate opportunity to be heard.
2. A negative environmental declaration has been filed on this project by the Transportation Agency. A similar declaration was filed on the widening of Almaden Expressway. Who is looking at the cumulative effects of these and other county road projects on our environmental quality? Has this issue even been addressed?
3. What are the alternative uses for these funds?
4. Because the Southern end of this project is a two-lane road (Quito Road), doesn't the orderly progression of six to four to two lanes seem more logical than dumping six expressway lanes onto a two-lane road?
5. Where and when will the pressure for widening end? Will Saratoga suddenly find itself in the position of having to widen its portion of Quito to accommodate the increased traffic from Lawrence Expressway?

A handwritten signature in cursive script, reading "Gerry Steinberg", is positioned above the printed name and title.

GERRY STEINBERG  
Supervisor Fifth District

GFS:j



AMERICAN ASSOCIATION OF UNIVERSITY WOMEN  
San Jose Branch  
1165 Minnisota Avenue  
San Jose, 95125

May 10, 1975

Santa Clara County Board of Supervisors  
70 West Hedding Street  
San Jose, California 95110

Dear Supervisors:

San Jose Branch of AAUW opposed your proposed widening of Lawrence Expressway from Prospect to Quito Road. This position was adopted at the May 7 board meeting and is in accordance with our national cultural policy #16:

"Endorse transportation reform, including alternatives to private automobile such as adequate public transportation and facilities for pedestrians and bicycles."

The proposed expenditure of 1.3 million dollars to widen four miles of expressway, that provides no solution to any of Santa Clara countys transportation problems, is unwise especially at this time.

San Jose Branch of AAUW recommends the board not choose to spend the money to widen Lawrence Expressway.

Yours truly,



Mrs. Rosaleen Zisch  
Community Representative  
San Jose Branch, AAUW

RECEIVED  
BOARD OF SUPERVISORS

MAY 13 9 51 AM '75

COUNTY OF  
SANTA CLARA

5-13-75-12

#20  
INCORPORATED 1956



# city of SARATOGA

13777 FRUITVALE AVENUE, SARATOGA, CALIFORNIA 95070  
(408) 867-3438

May 8, 1975

Mr. Dominic Cortese, Chairman  
County Board of Supervisors  
70 W. Hedding Street  
San Jose, Calif. 95110

Re: Lawrence Expressway - Northlawn Drive to St. Rt. #280

Dear Mr. Cortese:

The Saratoga City Council, at its meeting of May 7th, reviewed the subject project, particularly as it relates to Quito Road and the surrounding residential areas. As a result of those discussions, they directed staff to transmit the following Council position with regard to this project:

The City Council, by unanimous vote, approved a motion opposing the project and recommending that the project not proceed. The basis of the motion were:

1. The Council was not satisfied that the need for this improvement was clearly demonstrated.
2. This improvement and the subsequent improvements to Quito Rd. violates the intent of Saratoga's General Plan adopted in 1974 which intends that Quito Rd. maintain the status quo with minor traffic safety improvements only.
3. Improvement of the expressway to Northlawn does not, in fact, lead to any major carrier sufficient to handle the traffic from this facility, i.e., there are no intersecting arterial streets southerly of Saratoga Avenue.
4. Because of Item #3, the impact on the adjacent residential areas will be extensive.

ED SUPERVISOR

TRANS AGENCY -

5/9/75 - yg

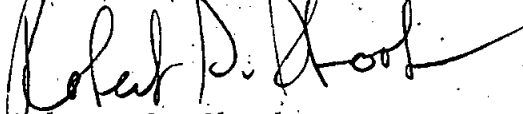
5-13-75 B

BOARD OF SUPERVISORS  
MAY 9 11 23 AM '75  
COUNTY OF  
SANTA CLARA

5. The additional capacity on the expressway will draw additional traffic to it, therefore, impacting those facilities entering the southerly terminus of this project.

For the above reasons, the City Council requests that the County not proceed with the project.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Robert S. Shook", written over the typed name.

Robert S. Shook  
Director of Public Works

RSS/dsm

cc: Supervisor, Rodney Diridon  
James Pott  
A. R. Turturici



PETITION AGAINST WIDENING LAWRENCE EXPRESSWAY

We the undersigned are not in favor of spending  $1\frac{1}{2}$  million federal dollars for widening Lawrence Expressway from Bollinger to Quito Road. The widening will be from a four lane to a six lane and will flow into Quito Road which is only two lanes.

Even during peak traffic hours, congestion is at a minimum and does not warrant such a widening. The residential areas serviced at the south end of Lawrence is essentially fully developed and increased traffic does not seem likely.

Prospect High School Students will have a more hazardous situation to and from school if such a widening takes place.

Finally, widening Lawrence Expressway should only be considered in conjunction with widening Quito Road which is the physical extension of Lawrence. This adds another dimension to the argument against its widening. Quito Road is one of the few remaining picturesque country roads in Santa Clara County and, additionally, does not lend itself easily to widening.

Mr. Patrick Don Russell

Mrs Bob Poulos

Mr. R. Barkley

Mrs. Ron Barkley

Mrs. Patricia D. Trotter

Mrs. Barbara J. Peter

Epke Cleverger

Grant Shumyr

Jean Howard

Wm J. Williams

~~SOX~~

Hannah Morehead

Monte C. Morehead Sr

Dolores D. Monk

Mrs. Barbara B. Bearden

Mrs. Diane Keffner

Mary H. Custer

Kathy Custer

Mrs. Judith E. Custer

Henry O. Custer

Mrs. Susan D. Churchill

Benjamin Churchill

Lumpine H. Bogdan

R. Towle

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1. Mrs. Darlene Hay Grant
2. Mr. Glenn D. Grant
3. ~~Mrs. Pat Stadtmiller~~ Patricia C. Stadtmiller
4. Malcolm Stadtmiller
5. Rosanne Kraus
6. Mrs. Shirley O'Kune
7. Mr. Jack M. Kune
8. Mrs. Janice Bathwell
9. Mrs. Linda Shurrell
10. Margaret C. Stohr
11. Susan L. Walker (Mrs.)
12. Robert M. Walker
13. Mrs. Julie J. Randall
14. Susan J. Sims (Mrs.)
15. Paul C. Kersey (Mr.)
16. Linda L. Kersey (Mrs.)
17. Denver L. Stapleton
18. Mr. R. H. Grodch

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Robert K. Hall 1171 Creechwood Dr. San Jose 95129

Mrs. Sarah L. Hall 1171 Creechwood Dr. San Jose 95129

Mr. Pat Dengay 1172 Creechwood Dr. San Jose 95129

Stanley Dengay 1172 Creechwood Dr. San Jose 95129

check

20

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO ROUTE 280

This packet contains the following informational material :  
✓ 1a. Memo response to Supervisor Steinberg's concerns:

✓ 1b. Transmittal Memo of April 29, 1975

✓ 2. Description of Project

✓ 3. Dates of Approvals and Submittals

✓ 4. Right of Way Information

✓ 5. Public Hearing Information

✓ 6. EIR Information

✓ 7. Project Approvals

✓ 8. Homeowners Meeting and Businessowners Information

✓ 9. F.A.S. Agreements

TO	FROM	Deputy Director for
BOARD OF SUPERVISORS	LOU MONTINI,	Transp. Development
SUBJECT	DATE	
Lawrence Expressway Concerns of Supervisor Steinberg	May 2, 1975	

I. Public Participation

For the past 3 years this Agency has followed a two-phase approach to public participation in the initial stages of transportation facilities development. This two-phase approach as it relates specifically to this project is as follows:

A. Community Involvement

Informal meeting(s) with adjacent property owners to develop effective staff-citizen input that will identify specific community concerns and direct/redirect staff efforts toward preparing alternative design features for a formal public hearing.


1. Business Owners' meeting - April 25, 1973. 17 letters sent - 10 attended.
2. Homeowners' meeting - May 2, 1973. 136 letters sent - 75 attended. The issues identified during this meeting are shown on the attached sheet. These issues were discussed at the public hearing of July 9, 1974.

B. Public Hearing

A formal public hearing including public notices and an official transcript of the hearing with adjacent property owners and interested/concerned individuals/organizations to provide specific comments on specific proposals was held. The public hearing record including comments received during the public hearing and for a 10-day period following the meeting was then transmitted to the Board for Board action on the proposed project.

1. Public Hearing - July 9, 1974. 136 letters - 120 attended including Supervisor Steinberg's Aide Mrs. Zientek. Official notices in news media.
2. Board of Supervisors' review of public hearing record, negative environmental statement and Transportation Agency's recommendation took place on August 20, 1974. (copy attached)
3. Meetings with Valley-West Homeowners' Association - The response to issues raised at the public hearing meetings with the Valley-West Homeowners' Association was held in July-August, 1974 with the staffs of the City of San Jose and the County Transportation Agency. The issues and their resolution are as follows:

# memorandum

	TO	FROM	Deputy Director for
	BOARD OF SUPERVISORS	LOU MONTINI,	Transp. Development
	SUBJECT	DATE	
	Lawrence Expressway Concerns of	May 2, 1975	
	Supervisor Steinberg	-2-	

<u>Issue</u>	<u>Solution</u>
a. Increased traffic potential on interior streets (North-lawn Dr., Colusa Way, May-field Avenue)	San Jose to conduct traffic study and instal traffic diverters. This is currently being done.
b. Improve 2-lane sections on Quito Road to a 4-lane width (no right of way required).	
(1) 200' north and south of Paseo Olivos (400 ft. total)	Within City of San Jose. City staff attempting to fund for FY 1975-76.
(2) Devon and Baylor (400 ft.)	Within County - Transpor-tation Agency will pro-pose advertising for a construction project in FY 1975-76.

## II. Environmental Review

The essence of the environmental review process is to attempt to evaluate the potential effects (good, indifferent, bad) of specific projects and the cumulative effects of projects within the same area/zone of influence. Both the lead agency and the review agencies are required to address these issues in their preparation or assessment of Environmental Documents.

The County Transportation Agency prepared a Negative Declaration ✓ on this project that was sent to the following agencies for review and comments.

- \*A. Association of Bay Area Governments (ABAG)
- B. Metropolitan Transportation Commission (MTC)
- C. City of San Jose  
City Manager  
Planning Department
- D. City of Saratoga  
Planning Department
- E. State Clearinghouse - who distributes to approximately 18 State agencies.
- F. State Air Resources Board (ARB)

# memorandum



TO	FROM	Deputy Director for
BOARD OF SUPERVISORS	LOU MONTINI,	Transp. Development
SUBJECT		DATE
Lawrence Expressway Concerns of		May 2, 1975
Supervisor Steinberg	-3-	

- G. State Department of Transportation (CALTRANS)
- H. Government Publications Section, Calif. State Library
- I. County Clerk, County of Santa Clara

\* In addition ABAG notified the following additional agencies:

- 1. Bay Area Air Pollution Control District (BAAPCD)
- 2. Loma Prieta Chapter of the Sierra Club
- 3. City of Santa Clara
- 4. City of Campbell
- 5. Town of Los Gatos
- 6. Save Our Valley Action Committee
- 7. Santa Clara County Human Relations Commission

### III. Alternative Uses of Funds

The total cost of this project including environmental review, design engineering, construction and contract administration is estimated to cost approximately \$1,400,000.

The funding for this project is as follows:

✓ Pre 1973-74 Federal Aid Secondary (F.A.S.) and State Matching Funds - \$700,000.

County Gas Tax Funds - 700,000.

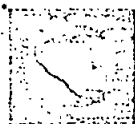
Total \$1,400,000.

#### A. Pre 1973-74 F.A.S. Funds

The pre 1973-74 FAS Funds must be committed to public contract not later than June 30, 1975. These funds will be permanently lost to Santa Clara County if not committed by this date. The funds will revert to the State of California (CALTRANS) to use as CALTRANS sees appropriate. There is not sufficient time to reallocate these funds to any other County project and award a construction contract by June 30, 1975.

#### B. County Gas Tax Funds

The remaining funds (\$700,000) are from County Gas Tax sources. Of this amount approximately \$380,000 has been spent on

TO  
BOARD OF SUPERVISORSFROM  
LOU MONTINI, Deputy Director for  
Transp. DevelopmentSUBJECT  
Lawrence Expressway Concerns of  
Supervisor SteinbergDATE  
May 2, 1975

-4-

environmental review, design engineering, right of way acquisition and purchase of signal control equipment. Signal control equipment (\$160,000) can be utilized on future County projects. The true sunk costs to date are \$220,000 (\$380,000-\$160,000). The uncommitted County Gas Tax Funds of \$320,000 may be used for any legal highway purpose.

#### IV. Status of Quito Road

Quito Road (southerly of Lawrence Expressway) is planned as a 4-lane arterial between the future West Valley Transportation Corridor and Lawrence Expressway (at Elmwood Drive). Quito Road is presently improved to a 4-lane standard roadway except for 3 locations, which constrict the roadway back to 2 lanes. One of the issues raised by the Valley West Homeowners' Association. Item 1-B-3 above was the existing need to improve these sections so that Quito Road could be striped as a 4-lane facility between the future West Valley Transportation Corridor and Saratoga Avenue.

These 2-lane areas and the proposed solutions are as follows:

<u>Area</u>	<u>Solution</u>
A. Northlawn to Elmwood	R/W acquisition and improvement as part of County Lawrence Expressway contract.
*B. 200 ft. north and south of Paseo Olivos	City of San Jose staff to recommend funding in FY 1975-
*C. Devon Avenue to Baylor Ave.	Transportation Agency to recommend funding in FY 1975-
*City and County staffs are attempting to improve these sections of Quito Road as a Joint-Agency Project in late summer of 1975. Approximate cost is \$25,000 each, for a total cost of \$50,000. No additional right of way is required for this work.	

#### V. City of Saratoga and Quito Road

Plan lines for Quito Road are controlled by the Cities of San Jose and Saratoga. The respective jurisdictional lines of responsibility are shown on the attached map. The pockets of unincorporated area on Quito Road are developed in accordance with the plans of whichever city's sphere of influence. The unincorporated area is within.

The Transportation Agency staff has developed the scope of this project with the knowledge and input of the Cities of San Jose





# Memorandum



TO	BOARD OF SUPERVISORS	FROM	Deputy Director for LOU MONTINE, Transp. Development
SUBJECT	Lawrence Expressway Concerns of Supervisor Steinberg	DATE	May 2, 1975

-5-

and Saratoga. Transportation Agency staff does not anticipate any serious traffic growth inducement on Quito Road as a result of this project or the two spot widenings previously mentioned. In our discussions with San Jose and Saratoga neither staff has communicated this concern to us. The result of the 3 spot widenings on Quito Road (including the section in the expressway contract) and the improvement of Lawrence Expressway should result in less congestion and greater safety, rather than growth inducement. In the final analysis the decision makers of these two cities will determine the land use patterns and the accompanying travel demands associated with those patterns.

LM:SAB:vlt

attachments

cc: Howard W. Campen  
JTP

## COMMUNITY CONCERNS

- 1 INTERCHANGE AT RTE 280 STEVENS CREEK  
BLVD LAWRENCE EXPWY
- 2 INTERSECTION OF LAWRENCE EXPWY AND  
PROSPECT ROAD
- 3 NOISE POLLUTION
- 4 GROWTH VS GROWTH INDUCEMENT  
INCL NEW SHOPPING CENTER
- 5 AIR POLLUTION
- 6 FUTURE OF WEST VALLEY FREEWAY
- 7 LANDSCAPING PROVISIONS
- 8 SIGNAL COORDINATION
- 9 TRANSIT PROVISIONS
- 10 CONSTRUCTION PROVISIONS FOR NOISE AND  
DUST CONTROL
- 11 BICYCLE PROVISIONS
- 12 MEDIAN ISLAND TREATMENT BETWEEN  
SARATOGA AVE AND NORTHLAWN DRIVE
- 13 TRANSPORTATION PLANNING INCLUDING  
FUTURE QUITO ROAD PLANS
- 14 NEED TO 6 LANE SOUTH OF BOLLINGER

## PROPOSALS

DOUBLE LEFT TURN LANES ADDED  
FREE RIGHT TURN PROPOSED  
CITY OF SANTA CLARA CITY OF SAN JOSE  
STATE DEPT OF TRANSPORTATION COOP PROJECT

DOUBLE LEFT TURN LANES PROPOSED

NOISE ATTENUATING DEVICES PROPOSED WHERE  
THE NOISE READINGS DBA EXCEED THE BOARD OF  
OF SUPERVISOR POLICY LIMIT  
DEVELOPERS TRAFFIC ENGINEER ESTIMATES  
2000 VPD ON QUITO

FEATURE TREES AND DECORATIVE  
PAVEMENT PROPOSED IN MEDIAN  
NEW CONTROLLER EQUIPMENT WITH  
INTERCONNECT PROPOSED

CONTRACT SPECIFICATIONS SET CONTROLS

BICYCLE ROUTE IS PROPOSED

LANDSCAPING AND DECORATIVE PAVEMENT  
IS PROPOSED

THERE ARE NO PLANS FOR THE WIDENING  
OF QUITO ROAD

THE AVERAGE DAILY TRAFFIC ADT WARRENTS  
SIX 6 LANES

## TRANSMITTAL MEMORANDUM

S.D. 4 &amp; 5

Page 1 of 4

DATE: August 7, 1974

FOR: BOARD OF SUPERVISORS AGENDA OF August 20, 1974

FROM: MONTINI, PUBLIC WORKS, ENGINEERING

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)

A. PROJECT DESIGN CONCEPT

B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

## DESCRIPTION:

A. Project Design Concept

A formal public hearing was conducted by the County Public Works Department on July 9, 1974 to discuss the proposed improvements to Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280). Approximately 110 individuals attended the public hearing. A copy of the official public hearing transcript, including correspondence, is attached.

The initial improvement concept was to add two (2) additional travel lanes to the expressway in order to ease automobile congestion on this facility. As a result of community meetings held with homeowners, businessmen, homeowner groups, etc. during the months of April and May, 1973, the improvement concept which evolved was the improvement of a transportation facility. The specific design features presented at the public hearing are included in the public hearing transcript.

The major concerns voiced by those attending the public hearing were as follows:

1. Noise mitigation.
2. Deficiencies in Quito Road southerly of Northlawn Drive.

The design features shown during the public hearing included locations positively identified by the Public Works Department as areas that require noise attenuation-buffering devices, in accordance with Part 2 of the Policy for the Installation of Fencing and Noise Attenuation-Buffering Devices on County Expressways (adopted by the Board of Supervisors on March 12, 1974 - copy attached). During the public hearing the County staff agreed to study other areas and to install noise attenuation-buffering devices where warranted by the previously referenced policy. County staff is currently investigating other areas, in particular those locations identified by the individuals

APPROVED:

JAMES POTT

HOWARD CAMPER

AGENDA DATA: DATE:

BOARD ACTION:

ITEM NO:

© 1974

AUG 10 1974

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)  
A. PROJECT DESIGN CONCEPT  
B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

who attended the public hearing and who corresponded with the Public Works Department immediately after the public hearing. It should be noted that a thorough study of existing noise problems in an area usually requires County staff monitoring during hours other than the normal 8:00 a.m. to 5:00 p.m. Monday through Friday working hours. This Department has received a number of requests to monitor existing noise conditions during "other-than-standard" working times.

The County staff invited representatives of the Valley West Homeowners Association and the Cities of San Jose and Saratoga to discuss "bottleneck" areas and traffic circulation problems on Quito Road southerly of Northlawn Drive. That meeting, held on July 19, 1974, identified specific areas of concern. Although the problem areas are independent of the proposed Lawrence Expressway project, County staff volunteered to act as the lead agency in attempting to resolve these problems. A second meeting is scheduled for August 8, 1974.

Based on the comments received during the community meetings, the public hearing and correspondence received since the public hearings, this Department recommends that the County proceed with this transportation improvement. The design features recommended for consideration and incorporation wherever feasible into the improvement of this transportation facility include the following:

1. Transit Features

- A. Intersection modifications for preferential bus operation.
- B. Signal pre-empters for preferential bus operation.
- C. Provisions for possible use of the two outside lanes as exclusive bus/car pool lanes during peak traffic periods. The feasibility of designating these two lanes for such use will be made after the CTD APT service is operational.

2. Bikeway Features

- A. Separated bikeways.
- B. Bikeways through the City of San Jose parks to be constructed independently.

TRANSMITTAL MEMORANDUM

Page 3 of 4

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)

- A. PROJECT DESIGN CONCEPT
- B. ENVIRONMENTAL IMPACT REPORT- NEGATIVE DECLARATION
- 3. Highway Features

- A. Two additional travel lanes within existing right of way
- B. New signal controllers at the seven (7) intersections.
- C. Free right-turn stacking lane at the Route 280 interchange.
- D. Noise attenuation devices in accordance with County policy.
- E. Double left-turn lanes at Prospect Road and Saratoga Avenue.

4. Aesthetic Treatment Features

- A. Median landscaping.
- B. Intersection island flatwork beautification.

The City of San Jose and the City of Saratoga are in agreement with the proposed improvements listed above.

B. Environmental Impact Report - Negative Declaration

The attached Environmental Impact Report - Negative Declaration has been prepared pursuant to the California Environmental Quality Act of 1970, as amended, and the National Environmental Policy Act of 1969, as amended. The Negative Declaration has been approved by both the State of California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA).

Copies have been circulated to the following agencies:

- Association of Bay Area Governments (Metropolitan Clearinghouse)
- State Clearinghouse
- City of San Jose
- City of Saratoga
- Metropolitan Transportation Commission
- Federal Highway Administration
- State of California, Department of Transportation, District I
- State of California, Air Resources Board

TRANSMITTAL MEMORANDUM

Page 4 of 4

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND  
JUNIPERO SERRA FREEWAY (ROUTE 280)  
A. PROJECT DESIGN CONCEPT  
B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

C. Recommendations

It is recommended that:

1. The project design concept of improving this transportation facility, as outlined in Part A above, be approved.
2. The Environmental Impact Report - Negative Declaration be certified.
3. The Department of Public Works be authorized to commence design engineering so that a construction contract(s) can be awarded in the spring of 1975 (fiscal year 1974-75).

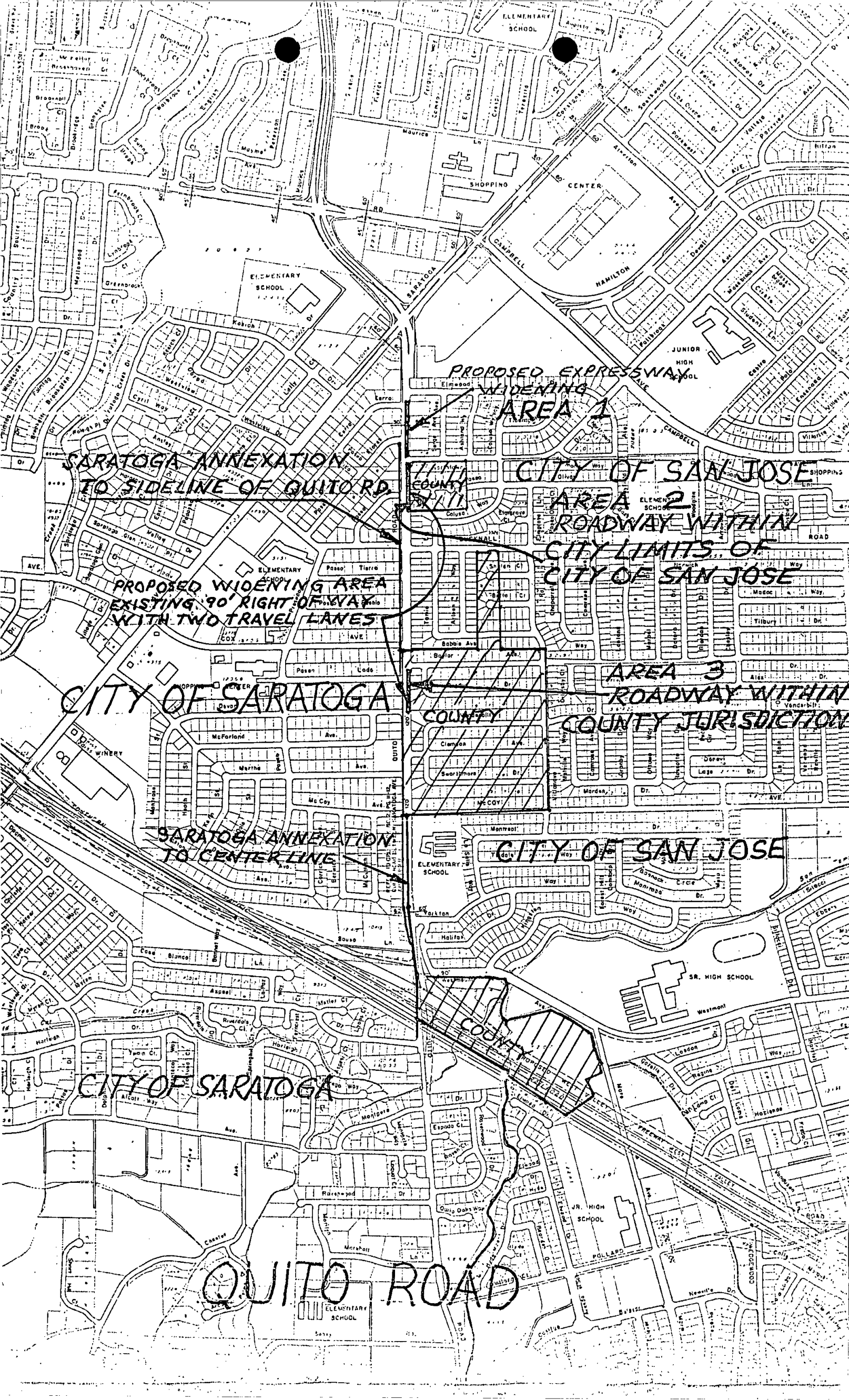
LM:SAB:TAC:vlc

attachments

*Approved copies:*  
cc: A. R. Turturici, Director of Public Works, City of San Jose  
Robert Shook, Director of Public Works, City of Saratoga  
Valley West Homeowners Association  
Hermilo Gloria

*Public Works, attn: Lou Montini*

APPROVED BY THE BOARD OF SUPERVISORS  
OF SANTA CLARA COUNTY AUG 20 1974  
DONALD A. RAINS, Clerk of the Board  
By Valerie A. Shockey  
Deputy Clerk



PROPOSED EXPRESSWAY  
WIDENING  
AREA 1

SARATOGA ANNEXATION  
TO SIDELINE OF QUITO RD.

CITY OF SAN JOSE  
AREA 2  
ROADWAY WITHIN  
CITY LIMITS OF  
CITY OF SAN JOSE

PROPOSED WIDENING AREA  
EXISTING 90' RIGHT OF WAY  
WITH TWO TRAVEL LANES

CITY OF SARATOGA

COUNTY

AREA 3  
ROADWAY WITHIN  
COUNTY JURISDICTION

SARATOGA ANNEXATION  
TO CENTERLINE

CITY OF SAN JOSE

CITY OF SARATOGA

COUNTY

QUITO ROAD

County of Santa Clara

California

TRANSMITTAL MEMORANDUM

S.D. 4 &amp; 5

Page 1 of 2DATE: April 15, 1975

FOR: BOARD OF SUPERVISORS AGENDA OF April 29, 19 75  
FROM: MONTINI, TRANSPORTATION DEVELOPMENT  
TITLE: CONTRACT DOCUMENTS FOR THE IMPROVEMENT OF LAWRENCE EXPRESSWAY  
BETWEEN NORTHLAWN DRIVE AND STATE ROUTE 280

DESCRIPTION:Introduction

The attached contract documents provide for the improvement of Lawrence Expressway between Northlawn Drive and State Route 280 (Junipero Serra Freeway).

Lawrence Station Road between Saratoga Avenue and Mountain View-Alviso Road was widened to a four (4) lane expressway between the years of 1963 and 1966. Subsequently the stretch between Bollinger Road and Mountain View-Alviso Road (State Route 237) has been widened to six (6) lanes.

These documents provide for the improvement to six (6) lanes of the remainder of the expressway and for new signal equipment between Northlawn Drive and Route 280.

Background

This project is Federal Aid Secondary (FAS) funded.

A joint field review was held on October 27, 1972.

A resolution of the Board of Supervisors authorizing execution of a holdover agreement for FAS funds for the improvement of Lawrence Expressway was approved on January 9, 1973.

A community involvement meeting was held by the Transportation Agency on May 2, 1973.

The Board of Supervisors executed County-State Agreement No. 31, Revised No. 2 FAS Project Lawrence Expressway between Saratoga Avenue and State Route 280-FAS-1001(1) on June 26, 1973.

A public hearing was held by the Transportation Agency on July 9, 1974.

APPROVED: JAMES POTT \_\_\_\_\_

HOWARD CAMPEN \_\_\_\_\_

AGENDA DATA: DATE: \_\_\_\_\_

BOARD ACTION: \_\_\_\_\_

ITEM NO: \_\_\_\_\_



TRANSMITTAL MEMORANDUM

Page 2 of 2

DATE: April 15, 1975

DATE OF AGENDA: April 29, 1975

TITLE: CONTRACT DOCUMENTS FOR THE IMPROVEMENT OF LAWRENCE EXPRESSWAY  
BETWEEN NORTHLAWN DRIVE AND STATE ROUTE 280

The Board of Supervisors approved the design concept, certified the EIR-Negative Declaration and authorized detailed engineering on August 20, 1974.

The Department of Transportation of the State of California granted design approval on December 23, 1974.

The Federal Highway Administration granted Stage II approval on December 31, 1974.

Project Status

There are five (5) parcels involved in the improvement project. All five parcels have been settled. Utilities are in the process of being relocated. The large olive trees along Quito Road are being prepared for relocation in the immediate area.

Alternatives

There are two alternatives:

1. Approve the project.
2. Delete the project.

The first alternative would be consistent with previous Board action.

The second alternative would be contrary to previous Board action.

Recommendation

Approval of the contract documents for advertisement for bids is recommended.

Suggested bid opening date: May 22, 1975.

Deposit: \$50.00.

Number of working days: 200.

LM:TAC:vlt  
attachments

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO ROUTE 280

Description of Project

Based on the comments received during the Community Homeowners and Businessowners meetings, the Public Hearing and correspondence received after the Public Hearing the following design features have been incorporated into the improvement project.

1. Highway Features

- A. The construction of two (2) additional lanes within the existing right of way between Saratoga Avenue and Bollinger Road.
- B. The installation of new signal controllers at the seven (7) intersection between Saratoga Avenue and Route 280 to provide better signal coordination and side street response during off-peak periods.
- C. The construction of a free right turn stacking lane at the Route 280 interchange.
- D. The construction of the transition section between Northlawn Drive and Saratoga Avenue.
- E. The construction of noise attenuation devices (masonry sound walls) in accordance with County Policy.
- F. The construction of double left turn lanes at Prospect Road and Saratoga Avenue.

2. Aesthetic Treatment Features

- A. Median landscaping (this landscaping will be a separate contract after construction is completed). The sides of the expressway have been planted by the Homeowners.
- B. Intersection islands to be paved with decorative pavement.
- C. The relocation of thirteen (13) large olive trees. These trees will be transplanted in the immediate area.

### 3. Bikeway Features

- A. Where no frontage roads exist separate bikeway paths will be constructed.
- B. Bikeway through the City of San Jose Park will be constructed independently.
- C. The construction of a path in an easement along Prospect High School between Saratoga Avenue and Prospect Road.

The attached exhibit shows the concerns expressed by the people at the Community meetings and the proposal submitted by the County at the Public Hearing.

Most of these proposals have been incorporated in the design feature.

The paving of the two small section of Quito Road that are now two (2) lanes is considered a co-op project with the City of San Jose.

## COMMUNITY CONCERNS

- 1 INTERCHANGE AT RTE 280 STEVENS CREEK  
BLVD LAWRENCE EXPWY
- 2 INTERSECTION OF LAWRENCE EXPWY AND  
PROSPECT ROAD
- 3 NOISE POLLUTION
- 4 GROWTH VS GROWTH INDUCEMENT  
INCL NEW SHOPPING CENTER
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- 11 BICYCLE PROVISIONS
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SARATOGA AVE AND NORTHLAWN DRIVE
- 13 TRANSPORTATION PLANNING INCLUDING  
FUTURE QUITO ROAD PLANS
- 14 NEED TO 6 LANE SOUTH OF BOLLINGER

## PROPOSALS

DOUBLE LEFT TURN LANES ADDED  
FREE RIGHT TURN PROPOSED  
CITY OF SANTA CLARA CITY OF SAN JOSE  
STATE DEPT OF TRANSPORTATION COOP PROJECT

DOUBLE LEFT TURN LANES PROPOSED

NOISE ATTENUATING DEVICES PROPOSED WHERE  
THE NOISE READINGS DBA EXCEED THE BOARD OF  
OF SUPERVISOR POLICY LIMIT  
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FEATURE TREES AND DECORATIVE  
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THERE ARE NO PLANS FOR THE WIDENING  
OF QUITO ROAD

THE AVERAGE DAILY TRAFFIC ADT WARRENTS  
SIX 6 LANES

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO ROUTE 280

October 27, 1972	A Joint Field Review was held with the State, FHWA, City of San Jose, City of Saratoga.
January 9, 1973	FAS County - State Holdover Agreement Executed by Board of Supervisors
April 25, 1973	Business owners meeting to receive public input.
May 2, 1973	Homeowners Meeting to receive public input.
June 26, 1973	County State Agreement N 31 (Rev. 2) executed by Board of Supervisors.
March 20, 1974	Notice of intent to State Clearinghouse.
March 20, 1974	Transmittal of negative EIR to ABAG, MTC, State Clearinghouse, City Manager- City of San Jose, Planning Department- City of San Jose, Planning Department- City of Saratoga.
March 26, 1974	Notification of receipt of EIR by ABAG.
April 1, 1974	Notification of receipt of EIR by State Clearinghouse.
April 8, 1974	Transmittal of negative declaration - EIR to Deputy City Manager - City of San Jose.
May 2, 1974	City of San Jose comments transmittal by ABAG.
May 6, 1974 thru July 8, 1974	Public Notices for Public Hearing published in the San Jose Mercury, San Jose News and Valley Journal Newspapers.

May 8, 1974

Air Resources Board (ARB) comments received by County.

May 20, 1974

Reply to ARB comments by County.

June 17, 1974

State approved negative EIR.

June 18, 1974

Housing study transmittal to State.

June 27, 1974

Transmittal of EIR to California State Library.

July 2, 1974

Transmittal memo to Board of Supervisors. Informational Notice of Public Hearing.

July 3, 1974

Letter from City of San Jose Parks Department confirming solution to pedestrian problem.

July 9, 1974

Public Hearing held.

July 19, 1974

Meeting held with Valley West Homeowners Association to discuss Quito Road (Joint County-City San Jose meeting).

August 8, 1974

Meeting held with Valley West Homeowners Association to discuss Quito Road (Joint County-City San Jose meeting).

August 20, 1974

Report to the Board of Supervisors

August 27, 1974

Copy of Notice of Determination for EIR.

November 14, 1974

ABAG Staff comments.

November 27, 1974

MTC comments FHWA IM-50-3-71 review.

December 23, 1974

The Department of Transportation  
Granted Design Approval.

December 31, 1974

The Federal Highways Administration  
granted Stage II Approval.

January 7, 1975

The Board approved the acquisition  
of Parcels 2558-2, (Macchi) 2558-3,  
(Macchi) 2558-4, (Macchi) 2558-5  
(Macchi).

January 21, 1975

The Board approved the acquisition  
of Parcel 2558-1 (Spitzen)

January 25, 1975

A pedestrian easement was obtained  
from the Campbell Union High School  
District.

March 21, 1975

The County certified to the State  
that all right of way has been  
acquired.

April 17, 1975

CALTRANS authorized to proceed with  
advertising.

April 29, 1975

The Board of Supervisors advertised  
the project.

April 30, 1975

The Board of Supervisors instructed the  
staff.  
(a) not to act on advertising.  
(b) reagentized for May 5, 1975.

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO RTE 280

RIGHT OF WAY INFORMATION



County of Santa Clara  
California

Transportation Agency  
1555 Berger Drive  
San Jose, California 95112

March 21, 1975



# 2558  
Applicant's letter

Mr. T. R. Lammers  
District Engineer  
Department of Transportation - Dist. IV  
P. O. Box 7885, Rincon Annex  
San Francisco, California 94120

Attention: Mr. Frank White  
City and County Liaison Engineer

Subject: Certificate of Right of Way - Lawrence Expressway

Dear Mr. Lammers:

The County of Santa Clara hereby certifies in connection with the right of way for project 04-SC1-1001-CR SU-1001(1), Lawrence Expressway-Northlawn Drive to Rt. 280, that:

All required right of way for construction of this project has now been acquired.

1. Status of Right of Way Acquisition

- |                                     |   |
|-------------------------------------|---|
| a. Total number of parcels required | 6 |
| b. Parcels acquired                 | 6 |

2. Railroad Facilities

None

3. Material Sites

None

4. Disposal Areas

None

5. Utility Relocation

<u>Company</u>	<u>Utility</u>	<u>Relocation Date</u>
P.G. & E.	Gas & Electric	July 30, 1975
P.T. & T.	Telephone Line	July 30, 1975

Mr. T. R. Lammers  
Page 2  
March 21, 1975

6. Obstructions

<u>Parcel No.</u>	<u>Location Engineer Sta.</u>	<u>Description and Disposition</u>
1	L of 117+50	1-story SFR - To be removed prior to awarding of project

7. Relocation

All persons have been relocated to decent, safe and  
sanitary housing.

a. Number of Dwellings Displaced

1) Owner occupied	1
2) Rental units	0

b. Businesses Displaced

None

The County of Santa Clara agrees to hold the State of California harmless from any liability which may result in the event the right of way is not as certified. If the State is named in a damage suit as a result of the right of way not being clear as certified, the County of Santa Clara agrees that, at the request of the State, it will assume full responsibility of the conduct of the defense or provide such assistance as the State may require and will pay any judgments issued against the State and all costs in connection with the defense.

This certification conforms to Statement No. 1. Authority is requested to advertise and award this project.

County has full use and possession of right of way.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Property Division

EDH:ai

cc: Jim Moon, Department of Transportation  
TAC

September 30, 1974

Mr. T. R. Lammers  
District Engineer  
Department of Transportation - Dist. IV  
P. O. Box 7885, Rincon Annex  
San Francisco, California 94120

Attention: Mr. Frank White  
City and County Liaison Engineer

Subject: Certificate of Right of Way - Lawrence Expressway

Dear Mr. Lammers:

The County of Santa Clara hereby certifies in connection with the right of way for project 04-SC1-1001-CR S0-1001(1), Lawrence Expressway-Northlawn Drive to Rt. 280, that:

All required right of way for construction of this project has now been acquired.

1. Status of Right of Way Acquisition

- a. Total number of parcels required 5
- b. Parcels covered by Condemnation Resolution 5

2. Railroad Facilities

None

3. Material Sites

None

4. Disposal Areas

None

5. Utility Relocation

<u>Company</u>	<u>Utility</u>	<u>Relocation Date</u>
P.G. & E.	Gas & Electric	March 30, 1975
P.T. & T.	Telephone Line	March 30, 1975

6. Obstructions

<u>Parcel No.</u>	<u>Location Engineer Sta.</u>	<u>Description and Disposition</u>
1	L of 117+50	1-story SFR - To be removed prior to awarding of project

7. Relocation

All persons will be relocated to decent, safe and  
sanitary housing.

a. Number of Dwellings Displaced

1) Owner occupied	1
2) Rental units	0

b. Businesses Displaced

None

The County of Santa Clara agrees to hold the State of California harmless from any liability which may result in the event the right of way is not as certified. If the State is named in a damage suit as a result of the right of way not being clear as certified, the County of Santa Clara agrees that, at the request of the State, it will assume full responsibility of the conduct of the defense or provide such assistance as the State may require and will pay any judgments issued against the State and all costs in connection with the defense.

This certification is requested in order to receive authority to advertise this project. Prior to actual advertising and awarding, a certification conforming to Statement No. 1 or No. 2 will be forwarded for final approval.

Full use and possession of right of way is estimated to be March 1, 1975.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Property Division

EDH:ai

cc: Jim Moon, Department of Transportation

County of Santa Clara  
California

TRANSMITTAL MEMORANDUM

S.D. 4

Page 1 of 1

DATE: January 8, 1975

FOR: BOARD OF SUPERVISORS AGENDA OF January 21, 1975  
FROM: HODGE, PROPERTY, TRANSPORTATION DEVELOPMENT  
TITLE: AGREEMENT FOR PURCHASE OF REAL PROPERTY FOR LAWRENCE EXPRESSWAY

DESCRIPTION:

Parcel 2558-1 Paul H. Spitgen, et ux; \$44,500.00; property located at  
5292 Elmwood Drive, San Jose. Consists of:

Land - 8,774<sup>±</sup> s.f. @ \$1.20<sup>±</sup> per s.f. \$10,500.00  
(\$52,250.00<sup>±</sup> per acre)

Improvements - 34,000.00

Zoning - R-1

RECOMMENDED ACTION:

Execute Agreement.

Note:

Executed Grant Deed is attached. After execution of Agreement,  
secure acceptance of Deed and return to this Division for further  
processing.

EDH:rz

APPROVED: JAMES POTT \_\_\_\_\_ HOWARD CAMPEN \_\_\_\_\_

AGENDA DATA: DATE: JAN 21 1975 BOARD ACTION: cc  
ITEM NO: 5

TRANSMITTAL MEMORANDUM

S.D. 4

Page 1 of 1

DATE: December 26, 1974

FOR: BOARD OF SUPERVISORS AGENDA OF January 7, 1975  
FROM: HODGE, PROPERTY, TRANSPORTATION DEVELOPMENT  
TITLE: AGREEMENTS TO PURCHASE REAL PROPERTY REQUIRED FOR  
LAWRENCE EXPRESSWAY

DESCRIPTION:

Parcel 2558-2 Ernest Macchi, et ux; \$7,500.00; property located  
at 12510 Quito Rd., San Jose. Consists of:  
Land - 5,009 sq. ft. @ \$1.00±  
per sq. ft. \$5,000.00  
Improvements - trees & landscaping 2,500.00  
Zoning - R-1

Parcel 2558-3 Mildred L. Macchi; \$8,950.00; property located  
at 12420 Quito Rd., San Jose. Consists of:  
Land - 6,447 sq. ft. @ \$1.00±  
per sq. ft. \$6,450.00  
Improvements - trees & landscaping 2,500.00  
Zoning - R-1

Parcel 2558-4 Belmira Macchi; \$8,450.00; property located  
at 12500 Quito Rd., San Jose. Consists of:  
Land - 5,924 sq. ft. @ \$1.00±  
per sq. ft. \$5,950.00  
Improvements - trees & landscaping 2,500.00  
Zoning - R-1

Parcel 2558-5 Belmira Macchi; \$11,600.00; property located  
south of Elwood Drive on Quito Rd., San Jose.  
Consists of:  
Land - 8,562 sq. ft. @ \$1.00±  
per sq. ft. \$8,600.00  
Improvements - trees & landscaping 3,000.00  
Zoning - R-1

RECOMMENDED ACTION:

Execute Agreements.

Note to Clerk of the Board: Executed grant deeds are attached. After execution of Agreements, secure acceptance of deeds and return to Property Division for further processing.

EDH:rz

APPROVED:

JAMES POTT

HOWARD CAMPEN

AGENDA DATA:

DATE:

JAN 7 1975

BOARD ACTION:

ITEM NO:

62

Prospect High  
Parcel 2558-7

EASEMENT DEED

CAMPBELL UNION HIGH SCHOOL DISTRICT, Grantor, hereby grants to the COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, its successors and assigns, Grantee, for road purposes, an easement in, over, upon and across the following described real property, situate in the City of Saratoga, County of Santa Clara, State of California, to wit:

All that certain real property situate in the City of Saratoga, County of Santa Clara, State of California, being:

That certain parcel of land, 10 feet wide, being lands of Prospect High School, under the jurisdiction of the Campbell Union High School District, as delineated on that certain map entitled "Record of Survey, in the Quito Rancho, Saratoga, California, for Campbell Union High School District," as filed for record in the Office of the Recorder of the County of Santa Clara, State of California on December 27, 1968, in Book 246 of Maps Page 34, for the purpose of a foot path along the most easterly line of said lands, the easterly line of which is more particularly described as follows:

Beginning at the point of intersection of the centerline of Doyle Road with the centerline of Prospect Road at a concrete monument as shown on the Record of Survey herein above mentioned; thence S 12° 04' 52" W 60.17 feet to a 3/4" I. P. as shown on said Record of Survey; thence S 70° 56' 15" E 77.94 feet; thence on a curve to the right through an angle of 46° 27' 51" with a radius of 71 feet for a distance of 57.58 feet to the true point of beginning of said easterly line of said 10 foot strip; thence from said point of beginning along said line S 24° 28' 24" E 170.00 feet; thence on a curve to the left through an angle of 19° 11' 07" with a radius of 596.34 feet for a distance of 199.68 feet, thence on a curve to the left through an angle of 11° 26' 28" with a radius of 1067 feet for a distance of 213.06 feet, thence along said line S 47° 42' 18" E 130.21 feet. The north terminus to run to a line with a bearing of S 65° 31' 36" W from said true point of beginning and the south terminus to be a south line of the land shown on said Record of Survey. Said 10 foot strip of land contains approximately 0.166 acres.

A Map of the area and improvements to be made is attached hereto as Exhibit "A".

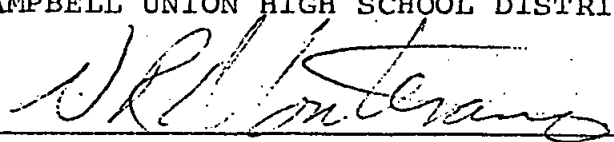
The easement shall include the right to construct, reconstruct, inspect, maintain, and repair a pedestrian

walkway, curbs, fences, and appurtenant facilities and structures. It shall also include the right to enter upon said land with vehicles, tools, implements, and other materials, take therefrom and use, earth, rock, sand and gravel for the construction, maintenance and repair of said works and appurtenant structures by said COUNTY OF SANTA CLARA, its officers, agents, and employees, and by persons under contract with it and their employees whenever and wherever necessary for road purposes.

Dated: February 25, 1975

CAMPBELL UNION HIGH SCHOOL DISTRICT

By



Secretary of the Board

WITNESS:



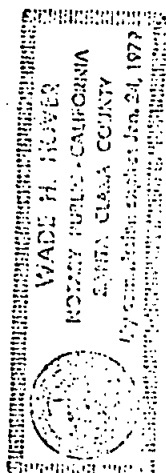
STATE OF CALIFORNIA       )  
                                  ) ss.  
COUNTY OF SANTA CLARA   )

On this 25th day of February, 1975, before me, WADE H. HOVER, a Notary Public in and for the County of Santa Clara, State of California, duly commissioned and sworn, personally appeared NICHOLAS R. MONTESANO, known to me to be the Secretary of the Board of Trustees of the CAMPBELL UNION HIGH SCHOOL DISTRICT, and who executed the within instrument on behalf of the said CAMPBELL UNION HIGH SCHOOL DISTRICT, and acknowledged to me that said CAMPBELL UNION HIGH SCHOOL DISTRICT executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal in the County of Santa Clara the day and year in this certificate above written.



Wade H. Hover, Notary Public  
STATE OF CALIFORNIA





Easement Deed  
Campbell Union High School District  
Prospect High School

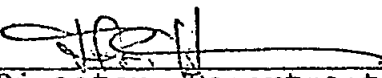
CERTIFICATE OF ACCEPTANCE

(Government Code Section 27281)

This is to certify that the interest in real property conveyed by the within and foregoing deed or grant to the County of Santa Clara, State of California, is hereby accepted by the undersigned officer on behalf of the Board of Supervisors of the County of Santa Clara, in accordance with that certain resolution adopted July 29, 1969, and the grantee consents to recordation thereof by its duly authorized officer.

IN WITNESS WHEREOF, I have hereunto set my hand  
on February 28, 1975.

By

  
\_\_\_\_\_  
Director, Department of Public Works  
County of Santa Clara

Prospect High  
Parcel 2558-7

RESOLUTION AUTHORIZING EXECUTION AND  
DELIVERY OF A GRANT OF EASEMENT OVER  
REAL PROPERTY TO THE COUNTY OF SANTA CLARA

WHEREAS, on the 28th day of January, 1975 the Governing Board of the CAMPBELL UNION HIGH SCHOOL DISTRICT passed and adopted a Resolution of Intention to Dedicate an Easement of real property not needed for school purposes, being an easement for road purposes over a portion of Prospect High School, to be improved as a walkway for pedestrians and other road purposes; and,

WHEREAS, said Resolution of Intention was adopted pursuant to the Provisions of Section 16251, et seq., of the Education Code of the State of California; and,

WHEREAS, pursuant to Section 16253 of the Education Code of the State of California, notice of passage and adoption of said Resolution was properly posted and published; and

WHEREAS, on the 25th day of February, 1975 at the time and place set for the public hearing on the question of granting the easement described in the Resolution of Intention, there being no protest to cause said Governing Board to refrain from granting such easement;

NOW, THEREFORE, BE IT RESOLVED that the Secretary of this Board be authorized and directed to execute a Grant of Easement as described in the said Resolution of Intention, to the County of Santa Clara, State of California.

PASSED AND ADOPTED this 25th day of February, 1975  
by the following vote:

AYES: GOBLE, SILVA, MARTINEZ  
AND RUTLEN

NOES: None

ABSENT: MURPHY

D. L. H. G. G.  
 Kay O. H. G.  
 Mac Marting  
 Norman R. R. R.

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO RTE 280

PUBLIC HEARING INFORMATION

TRANSMITTAL MEMORANDUM

S.D. 4 & 5

Page 1 of 4

DATE: August 7, 1974

FOR: BOARD OF SUPERVISORS AGENDA OF August 20, 1974

FROM: MONTINI, PUBLIC WORKS, ENGINEERING

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)

A. PROJECT DESIGN CONCEPT

B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

DESCRIPTION:

A. Project Design Concept

A formal public hearing was conducted by the County Public Works Department on July 9, 1974 to discuss the proposed improvements to Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280). Approximately 110 individuals attended the public hearing. A copy of the official public hearing transcript, including correspondence, is attached.

The initial improvement concept was to add two (2) additional travel lanes to the expressway in order to ease automobile congestion on this facility. As a result of community meetings held with homeowners, businessmen, homeowner groups, etc. during the months of April and May, 1973, the improvement concept which evolved was the improvement of a transportation facility. The specific design features presented at the public hearing are included in the public hearing transcript.

The major concerns voiced by those attending the public hearing were as follows:

1. Noise mitigation.
2. Deficiencies in Quito Road southerly of Northlawn Drive.

The design features shown during the public hearing included locations positively identified by the Public Works Department as areas that require noise attenuation-buffering devices, in accordance with Part 2 of the Policy for the Installation of Fencing and Noise Attenuation-Buffering Devices on County Expressways (adopted by the Board of Supervisors on March 12, 1974 - copy attached). During the public hearing the County staff agreed to study other areas and to install noise attenuation-buffering devices where warranted by the previously referenced policy. County staff is currently investigating other areas, in particular those locations identified by the individuals

APPROVED: JAMES POTT

HOWARD CAMPER

AGENDA DATA: DATE: BOARD ACTION:

ITEM NO:

TRANSMITTAL MEMORANDUM

Page 2 of 4

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)  
A. PROJECT DESIGN CONCEPT  
B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

who attended the public hearing and who corresponded with the Public Works Department immediately after the public hearing. It should be noted that a thorough study of existing noise problems in an area usually requires County staff monitoring during hours other than the normal 8:00 a.m. to 5:00 p.m. Monday through Friday working hours. This Department has received a number of requests to monitor existing noise conditions during "other-than-standard" working times.

The County staff invited representatives of the Valley West Homeowners Association and the Cities of San Jose and Saratoga to discuss "bottleneck" areas and traffic circulation problems on Quito Road southerly of Northlawn Drive. That meeting, held on July 19, 1974, identified specific areas of concern. Although the problem areas are independent of the proposed Lawrence Expressway project, County staff volunteered to act as the lead agency in attempting to resolve these problems. A second meeting is scheduled for August 8, 1974.

Based on the comments received during the community meetings, the public hearing and correspondence received since the public hearings, this Department recommends that the County proceed with this transportation improvement. The design features recommended for consideration and incorporation wherever feasible into the improvement of this transportation facility include the following:

1. Transit Features

- A. Intersection modifications for preferential bus operation.
- B. Signal pre-empters for preferential bus operation.
- C. Provisions for possible use of the two outside lanes as exclusive bus/car pool lanes during peak traffic periods. The feasibility of designating these two lanes for such use will be made after the CTD APT service is operational.

2. Bikeway Features

- A. Separated bikeways.
- B. Bikeways through the City of San Jose parks to be constructed independently.

TRANSMITTAL MEMORANDUM

Page 3 of 4

DATE: August 7, 1974

DATE OF AGENDA: • August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)

- A. PROJECT DESIGN CONCEPT
- B. ENVIRONMENTAL IMPACT REPORT- NEGATIVE DECLARATION
- 3. Highway Features

- A. Two additional travel lanes within existing right of way.
- B. New signal controllers at the seven (7) intersections.
- C. Free right-turn stacking lane at the Route 280 interchange.
- D. Noise attenuation devices in accordance with County policy.
- E. Double left-turn lanes at Prospect Road and Saratoga Avenue.

4. Aesthetic Treatment Features

- A. Median landscaping.
- B. Intersection island flatwork beautification.

The City of San Jose and the City of Saratoga are in agreement with the proposed improvements listed above.

B. Environmental Impact Report - Negative Declaration

The attached Environmental Impact Report - Negative Declaration has been prepared pursuant to the California Environmental Quality Act of 1970, as amended, and the National Environmental Policy Act of 1969, as amended. The Negative Declaration has been approved by both the State of California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA).

Copies have been circulated to the following agencies:

- Association of Bay Area Governments (Metropolitan Clearinghouse)
- State Clearinghouse
- City of San Jose
- City of Saratoga
- Metropolitan Transportation Commission
- Federal Highway Administration
- State of California, Department of Transportation, District IV
- State of California, Air Resources Board

TRANSMITTAL MEMORANDUM

Page 4 of 4

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)  
A. PROJECT DESIGN CONCEPT  
B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

C. Recommendations

It is recommended that:

1. The project design concept of improving this transportation facility, as outlined in Part A above, be approved.
2. The Environmental Impact Report - Negative Declaration be certified.
3. The Department of Public Works be authorized to commence design engineering so that a construction contract(s) can be awarded in the spring of 1975 (fiscal year 1974-75).

LM:SAB:TAC:vlt

attachments

*Approved subject:*  
cc: A. R. Turturici, Director of Public Works, City of San Jose  
Robert Shook, Director of Public Works, City of Saratoga  
Valley West Homeowners Association  
Hermilo Gloria

*Public Works, Attn: Lou Martini*

APPROVED BY THE BOARD OF SUPERVISORS  
OF SANTA CLARA COUNTY AUG 20 1974

DONALD M. RAHS, Clerk of the Board

By *William C. [Signature]*  
Deputy Clerk

TRANSMITTAL MEMORANDUM

S.D. 4 8 5

Page 1 of 2

DATE: June 18, 1974

FOR: BOARD OF SUPERVISORS AGENDA OF July 2, 19 74

FROM: MONTINI, PUBLIC WORKS, ENGINEERING

TITLE: INFORMATIONAL NOTICE OF PUBLIC HEARING ON LAWRENCE EXPRESSWAY  
BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)

DESCRIPTION:

The County of Santa Clara Department of Public Works has scheduled a Design Public Hearing to consider engineering design features for the proposed improvement of the Lawrence Expressway Transportation Facility between Northlawn Drive and Junipero Serra Freeway (Route 280). Topics to be presented and discussed at the public hearing include the following:

1. Transit Features
2. Bikeway Features
3. Highway Features
4. Aesthetic Treatment Provisions
5. Environmental Statement Negative Declaration
6. County Relocation Assistance Program

The date, time and place of this public hearing are as follows:

Date: Tuesday - July 9, 1974  
Time: 7:00 p.m. - Review of Displays  
7:30 p.m. - Public Hearing

Place: Easterbrook School Multi-Use Room  
4660 Eastus Drive  
San Jose, Ca.

This public hearing is being actively advertised by the following means:

1. Public notices in the local newspapers, similar to the attached copy of the public notice of June 6, 1974.

APPROVED: JAMES POTT \_\_\_\_\_ HOWARD CAMPEN \_\_\_\_\_

AGENDA DATA: DATE: \_\_\_\_\_ BOARD ACTION: \_\_\_\_\_

ITEM NO: \_\_\_\_\_



TRANSMITTAL MEMORANDUM

Page 2 of 2

DATE: June 18, 1974

DATE OF AGENDA: JULY 2, 1974

TITLE: INFORMATIONAL NOTICE OF PUBLIC HEARING ON LAWRENCE  
EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO  
SERRA FREEWAY (ROUTE 280)

2. Letters of invitation (copy attached) to approximately 150 adjacent homeowners and business owners.
3. Copies of this informational notice are being sent to the agencies and officials noted on this transmittal.

Written and oral statements from any interested person or group regarding the proposed improvement project will be received at the public hearing for entry into the official transcript. The public hearing transcript will be kept open for a period of 10 days following after the hearing, until July 19, 1974 during which period letters or statements may be included in the record.

The staff of the Public Works Department will then analyze the public hearing transcript, discuss the proceedings with the staffs of the Cities of San Jose and Saratoga, and develop the project design concept. The project design concept, together with the final declaration, will then be presented to the Board of Supervisors for approval.

LM:SAB:fm  
att.

cc: City Council, City of San Jose  
Planning Commission, City of San Jose  
Ted Tedesco, City Mgr., City of San Jose  
Dept. of Public Works, City of San Jose  
Planning Department, City of San Jose  
Parks & Recreation Dept., City of San Jose  
City Council, City of Saratoga  
Planning Commission, City of Saratoga  
Robert Beyer, City Mgr., City of Saratoga  
Robert Shook, Director of Pub. Wks, City of Saratoga  
Stanley Walker, Planning Dept., City of Saratoga  
Santa Clara County Planning Commission  
Santa Clara County Planning Department

June 20, 1974

Subject: Public Hearing on Lawrence Expressway between  
Northlawn Drive and Junipero Serra Freeway  
(Route 280)

The Santa Clara County Public Works Department is preparing to conduct a public hearing on the proposed addition of two (2) lanes on Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280). Because many people who attended our community involvement meeting in May, 1973 requested to be informed of this hearing, we would like to invite you to the hearing scheduled for 7:00 p.m., Tuesday, July 9, 1974 in the multi-use room of the Easterbrook Elementary School, 4660 Eastus Drive, San Jose to discuss this proposed improvement project. Review of the displays will begin at 7:00 p.m., and the hearing will begin at 7:30 p.m.

• The purpose of the hearing is to afford all interested people an opportunity to participate in consideration of the addition of the two (2) lanes. Public notification will appear in the "San Jose Mercury News" and the "Valley Journal" during June and July, 1974.

Selection of the final design will follow as a result of engineering studies and comments received at this public hearing. It is not feasible to invite by letter everyone who may be interested in the public hearing, but we hope that you and your neighbors will be in attendance at this

meeting and that you will also encourage the attendance of any other property owners or interested citizens in the immediate area.

If you have any questions regarding this matter, please contact Theodore Cicoletti at 299-2362.

Very truly yours,

JAMES T. POTT  
Director

LOUIS MONTINI  
Assistant County Engineer

LM:TAC:vlt

# NOTICE OF PUBLIC HEARING

## INVITATION

**YOU ARE INVITED TO CONSIDER  
ENGINEERING DESIGN FEATURES  
FOR PROPOSED IMPROVEMENT OF  
A PORTION OF LAWRENCE EXPRESS-  
WAY**

**LIMITS: NORTHLAWN DR. AND JUNI-  
PERO SERRA FREEWAY (ROUTE 280)**

**WHERE: EASTERBROOK SCHOOL  
4660 EASTUS DRIVE  
SAN JOSE, CALIFORNIA**

**WHEN:**

**TUESDAY, JULY 9, 1974**

**7:00 P.M. REVIEW OF DISPLAYS**

**7:30 P.M. PUBLIC HEARINGS**

All interested persons are invited to attend the County of Santa Clara's Public Hearing to consider engineering design features for the proposed improvement of a portion of Lawrence Expressway between the above described limits. Display review will begin at 7:00 p.m. and the hearing will begin at 7:30 p.m. Tuesday evening, July 9, 1974 in the Multi-Use Room of Easterbrook School located in San Jose, California.

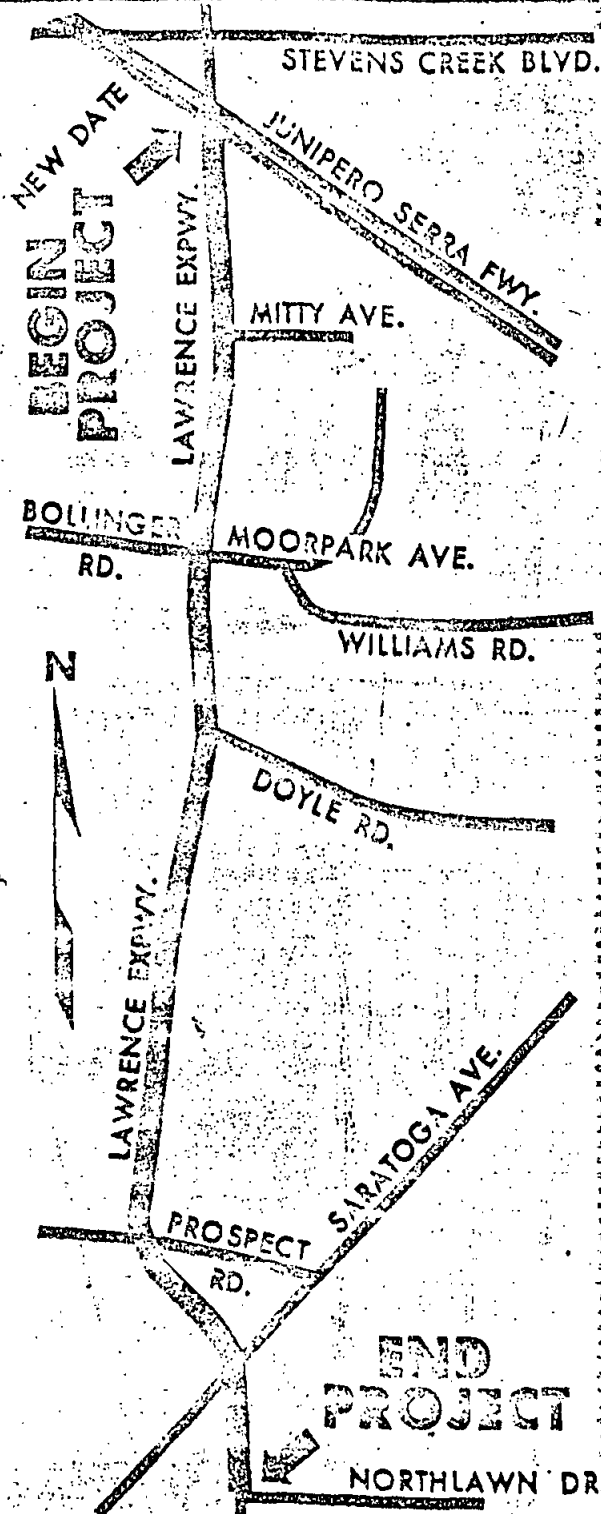
The hearing is scheduled to afford an opportunity for public participation in consideration of certain design features of the project.

The tentative schedule for acquisition of land for rights of way, if necessary, and improvement of the expressway will be publicly discussed. In addition, the "Relocation Assistance Program" will be explained.

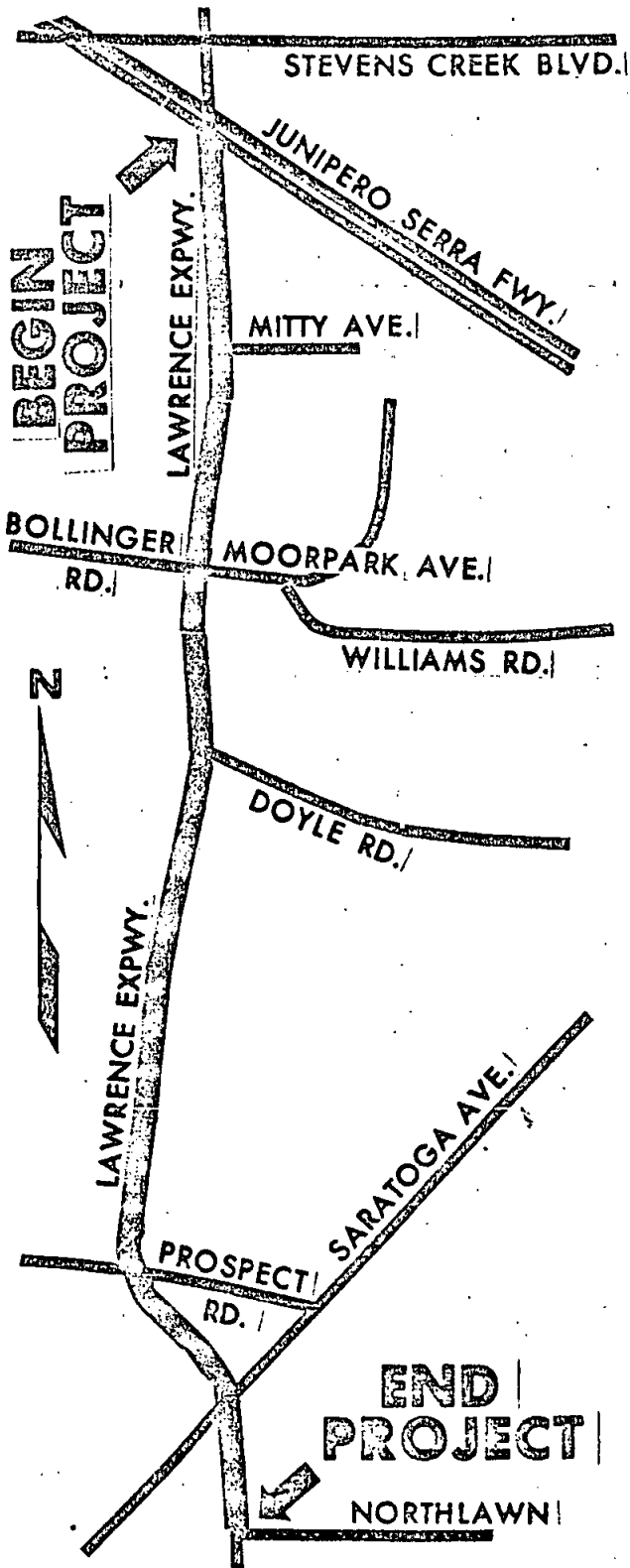
The Environmental Statement Negative Declaration, maps and other information are available for inspection at the County of Santa Clara, Department of Public Works, Room 203, 1555 Berger Drive, San Jose, Calif.

Written and oral statements from any interested person or group regarding the proposed improvement will be received at the hearing for entry into the official transcript. Public hearing records will be kept open 10 days after the public hearing until July 19, 1974 during which period letters or statements may be included in the record. These may be mailed to:

James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112



## PUBLIC NOTICE



July 9, 1974

Good Evening:

You are attending a public hearing sponsored by the County of Santa Clara, Department of Public Works.

The purpose of this hearing is to afford opportunity for public participation in the consideration of certain design features of the proposed project on Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280).

In general the following program will be followed:

1. Formal Presentation
2. 15 minute recess for public review of displays
3. Public participation
  - a. Oral statements
  - b. Question and answer period

If you so desire, please fill out the attached information form. If you wish to speak, please check the appropriate space on the form. If you do not wish to speak but have a question or desire to submit a statement, please use the appropriate spaces on the form. You will be given further opportunity to ask questions which may occur to you during the course of the hearing.

Should you desire further information, you are invited to write, visit or telephone the Department of Public Works office at 1555 Berger Drive, San Jose 95112, telephone 299-2362.

Thank you for coming.

# NOTICE OF PUBLIC HEARING

## INVITATION

YOU ARE INVITED TO CONSIDER  
ENGINEERING DESIGN FEATURES  
FOR PROPOSED IMPROVEMENT OF  
A PORTION OF LAWRENCE EXPRESS-  
WAY

LIMITS: NORTHLAWN DR. AND JUNI-  
PERO SERRA FREEWAY (ROUTE 280)  
WHERE: EASTERBROOK SCHOOL  
4660 EASTUS DRIVE  
SAN JOSE, CALIFORNIA

WHEN:  
TUESDAY, JULY 9, 1974

7:00 P.M. REVIEW OF DISPLAYS  
7:30 P.M. PUBLIC HEARINGS

All interested persons are invited to attend the County of Santa Clara's Public Hearing to consider engineering design features for the proposed improvement of a portion of Lawrence Expressway between the above described limits. Display review will begin at 7:00 p.m. and the hearing will begin at 7:30 p.m. Tuesday evening, July 9, 1974 in the Multi-Use Room of Easterbrook School located in San Jose, California.

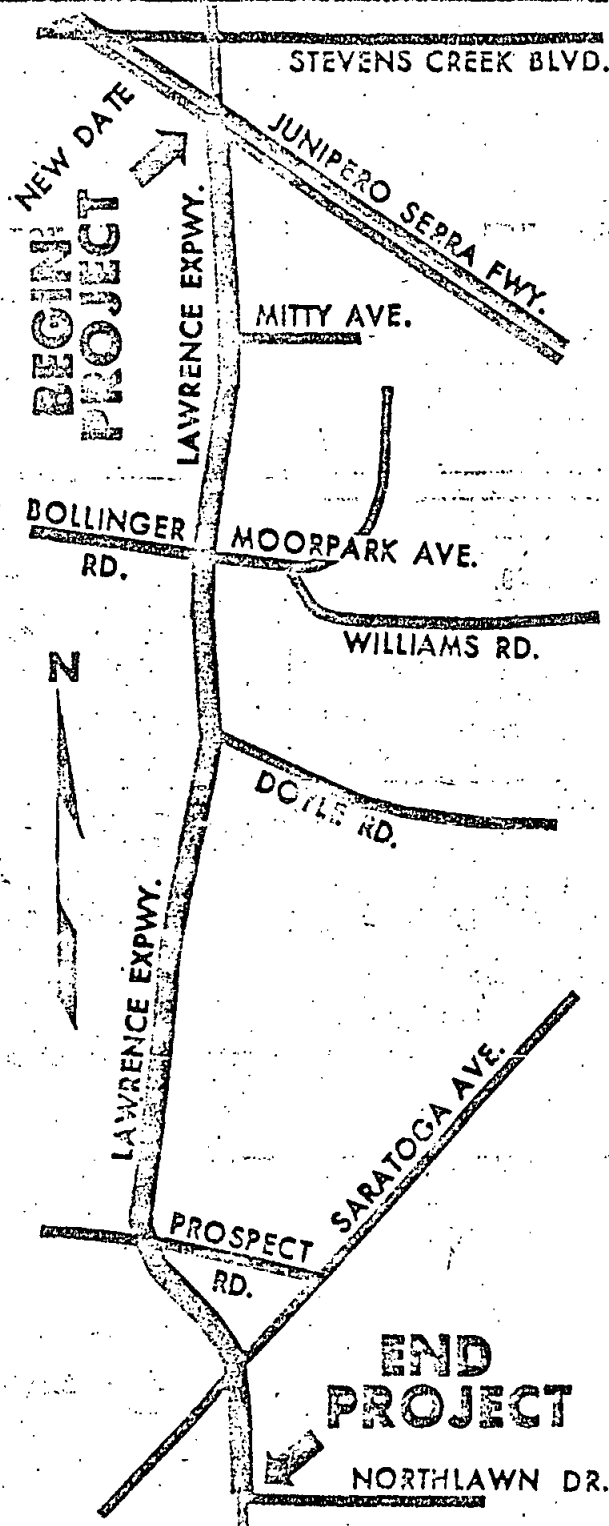
The hearing is scheduled to afford an opportunity for public participation in consideration of certain design features of the project.

The tentative schedule for acquisition of land for rights of way, if necessary, and improvement of the expressway will be publicly discussed. In addition, the "Relocation Assistance Program" will be explained.

The Environmental Statement Negative Declaration, maps and other information are available for inspection at the County of Santa Clara, Department of Public Works, Room 203, 1555 Berger Drive, San Jose, Calif.

Written and oral statements from any interested person or group regarding the proposed improvement will be received at the hearing for entry into the official transcript. Public hearing records will be kept open 10 days after the public hearing until July 19, 1974 during which period letters or statements may be included in the record. These may be mailed to:

James T. Patt  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112



## PUBLIC NOTICE

San Jose Mercury • Friday, June 28, 1974

LAWRENCE EXPRESSWAY PUBLIC HEARING

COUNTY OF SANTA CLARA  
DEPARTMENT OF PUBLIC WORKS

INFORMATION FORM  
(please print)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Representing (Business, etc.) \_\_\_\_\_

I wish to speak \_\_\_\_\_ (please check)

I would like to have the following question(s) answered: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I would like to make the following statement for the record: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



PUBLIC HEARING OUTLINE  
LAWRENCE EXPRESSWAY  
TRANSPORTATION FACILITY IMPROVEMENT BETWEEN  
NORTHLAWN DRIVE & THE JUNIPERO SERRA FREEWAY (RTE 280)  
July 9, 1974

I. Introduction (by Chairman)

A. Welcome

B. Mandatory Opening Statement

"The hearing is now formally and officially in session. All further statements will be duly recorded and become part of the official record of the public hearing."

C. Chairman Introduces Himself

D. Letter of Invitation:

Read contents of letter of June 20, 1974 sent to adjacent residents and interested parties.

E. Public Notices in Newspapers:

Invitations to this Public Hearing were placed in the San Jose Mercury, San Jose News and the Valley Journal as follows:

<u>Date of Notice</u>	<u>Publication</u>	<u>Date of Pub. Hearing</u>
1. May 6, 1974	Merc & News	June 11
May 22	Valley Journal	
2. May 29, 1974	Merc & News	*Notice of postponement from June 11 to July 9
3. June 6, 28	Merc & News	July 9
July 8		
June 12	Valley Journal	July 9
July 5		

\* Due to circumstances beyond the control of the County Public Works Department, the County was required to postpone the Public Hearing from June 11 to July 9. We hope this postponement has not inconvenienced anyone or caused anyone to miss tonight's public hearing.

F. General Purpose of Public Hearings. (Sample Statement):

Afford an opportunity to all affected and concerned citizens to express their viewpoints and to indicate to staff personnel what their concerns and desires are in terms of the project being discussed. An important element of the transportation planning process is to insure that an opportunity is afforded for effective participation by all interested parties concerned, not simply with the economic effects of a proposed transportation facility but also the social aspects, the human aspects, and the environmental effects of a proposed transportation facility.

G. Purpose of this Public Hearing: Tonight's meeting is a design public hearing. This design hearing will serve a two-fold purpose as follows:

Sample statement:

1. It is the policy of the Department of Public Works to afford the citizens the opportunity to participate in the transportation planning process on all proposals for significant improvements to the County Road System.
2. To satisfy State of California and Federal requirements pertaining to public hearings and to satisfy State of California Environmental Quality Act and National Environmental Policy Act Requirements.

H. Explanation of the Meeting Format: In order to have an orderly quick moving meeting this evening, we have divided the program into four parts as follows:

1. The First Portion: A formal presentation by County staff.
2. The Second Portion: A 15 minute recess. Staff members will be available at this time to answer your questions.
3. The Third Portion: A formal question and answer period.
  - A. The first part will be to read the formal statements into the public hearing record.
  - B. The second part will be to read the questions into the public hearing record and solicit corresponding responses from staff.
4. The Fourth and Last Portion: An open discussion of items previously mentioned.

- I. The following statement is to be read into the public hearing record: "The record of this hearing will be kept open for ten days. Written statements, correspondence, will be accepted and included in the official transcript of the hearing until July 21, 1974. We ask that all correspondence be directed to James T. Pott, Director of Public Works, County of Santa Clara, 1555 Berger Drive, San Jose 95112."
- J. Statement concerning comments received from public hearing process:
- Sample statement:
- "The entire proceeding, including written statements and correspondence, etc. received during the ten day period, will be reviewed by County staff. The County staff will then confer with the staff of the City of San Jose and the staff of the City of Saratoga. The final design concept will then be selected, and the County staff will submit a report to the Board of Supervisors recommending that the County Public Works Department proceed with the final design concept as selected."
- K. Statement concerning attendance rosters.
- Sample statement:
- It is extremely important that we have a record of attendance kept for future reference. At this time members of the County staff will pass out and collect attendance rosters, and if you have not yet placed your name and address on such roster, please do so before you leave this meeting.
- L. Introduction of County Staff.
1. Lou Montini, Division Manager of the Engineering Division
  2. Don Hodge, Manager of the Real Estate Division
  3. Harold Bell, Real Estate Agent of the Real Estate Division
- M. Statements concerning the close of the opening remarks and the start of the formal presentation by County staff.

## II. Formal Staff Presentation

- A. Montini's presentation - Design features
- B. Bell's Presentation - Draft Environmental Statement

Discussion of draft environmental statement. Responses to the D.E.S. and the County's position regarding those responses by Montini.

- C. Figone's presentation - relocation assistance program.

III. Break of 15 Minutes for: (by Chairman)

- A. Review of exhibits
- B. Question staff personnel
- C. Fill out questionnaire cards

IV. Formal Question & Answer Period (by Chairman)

- A. Reading (by Chairman) of formal statement on questionnaire cards, into public record.
- B. Reading (by Chairman) of formal questions, on questionnaire cards, to Staff personnel and corresponding staff response.

V. Informal Open Discussion Period (by Chairman)

Public participation is invited - please be recognized, then state your name and affiliation for the public record - you may then either:

- A. Make a statement
- B. Ask a question of an individual staff member.
- C. Ask a question of the staff as a whole.

VI. Express Staff appreciation to those in attendance and close public hearing (by Chairman).

June 20, 1974

Subject: Public Hearing on Lawrence Expressway between  
Northlawn Drive and Junipero Serra Freeway  
(Route 280)

The Santa Clara County Public Works Department is preparing to conduct a public hearing on the proposed addition of two (2) lanes on Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280). Because many people who attended our community involvement meeting in May, 1973 requested to be informed of this hearing, we would like to invite you to the hearing scheduled for 7:00 p.m., Tuesday, July 9, 1974 in the multi-use room of the Easterbrook Elementary School, 4660 Eastus Drive, San Jose to discuss this proposed improvement project. Review of the displays will begin at 7:00 p.m., and the hearing will begin at 7:30 p.m.

The purpose of the hearing is to afford all interested people an opportunity to participate in consideration of the addition of the two (2) lanes. Public notification will appear in the "San Jose Mercury News" and the "Valley Journal" during June and July, 1974.

Selection of the final design will follow as a result of engineering studies and comments received at this public hearing. It is not feasible to invite by letter everyone who may be interested in the public hearing, but we hope that you and your neighbors will be in attendance at this

meeting and that you will also encourage the attendance of any other property owners or interested citizens in the immediate area.

If you have any questions regarding this matter, please contact Theodore Cicoletti at 299-2362.

Very truly yours,

JAMES T. POTT  
Director

LOUIS MONTINI  
Assistant County Engineer

LM:TAC:vlt

Sent to the following:

Mr. Yasuto Kato  
1777 Saratoga Avenue  
San Jose, California 95129

Dear Mr. Kato:

First Baptist Church  
1735 Saratoga Avenue  
San Jose, California 95129

Gentlemen:

Mr. Edwin E. Cox  
19161 Cox Avenue  
Saratoga, California 95070

Dear Mr. Cox:

Mr. Harvey N. Koch  
849 Charleston Road  
Palo Alto, California 94303

Dear Mr. Koch:

Mr. James Fox  
14530 Quito Road  
Saratoga, California 95070

Dear Mr. Fox:

Campbell Union High School District  
3235 Union Avenue  
Campbell, California 95008

Gentlemen:

Cupertino Union School District  
10301 Vista Drive  
Cupertino, California 95014

Gentlemen:

San Jose Water Works  
374 West Santa Clara Street  
San Jose, California 95113

Gentlemen:

Doyle Road Company  
P.O. Box 808  
San Mateo, California 94401

Gentlemen:

Weylin Investors Company  
P.O. Box 1438  
San Jose, California 95109

Western Title Guaranty  
70 North Second Street  
San Jose, California 95113

Gentlemen:

Mr. John E. Farrar  
P.O. Box 525  
Menlo Park, California 95025

Dear Mr. Farrar:

Mr. Herbert C. Berquist  
1848 Saratoga Avenue  
Ste. 3  
Saratoga, California 95070

Dear Mr. Berquist:

Dr. Merton L. Root  
Westgate Professional Center Partnership  
1848 Saratoga Ave.  
San Jose, California 95129

Dear Dr. Root:

Mr. Joseph A. Burket  
14200 Woodview  
Saratoga, California 95070

Dear Mr. Burket:

~~George S. Nolte and Associates  
1731 North First Street  
San Jose, California 95112~~

~~Attention: Mr. Jim Harper~~

~~Gentlemen:~~

~~Mr. Renato Martinez  
146 Main Street  
Los Altos, California 94022~~

~~Dear Mr. Martinez:~~



Letter sent to the following:

add to P.H. List  
Mrs Thompson  
5399 Lassen Ave  
SJ, Calif 95129

Mr. Richard J. Pugh  
1090 Bentoak Lane  
San Jose, California 95129

Dear Mr. Pugh:

Mr. William Robertson  
1086 Bentoak Lane  
San Jose, California 95129

Dear Mr. Robertson:

Mr. Donald R. Bright  
1082 Bentoak Lane  
San Jose, California 95129

Dear Mr. Bright:

Mr. James R. Holmes  
1078 Bentoak Lane  
San Jose, California 95129

Dear Mr. Holmes:

Mr. David W. Seith  
1074 Bentoak Lane  
San Jose, California 95129

Dear Mr. Seith:

Mr. Robert B. McKimens  
1068 Bentoak Lane  
San Jose, California 95129

Dear Mr. McKimens:

Mr. Thomas Kelly  
1064 Bentoak Lane  
San Jose, California 95129

Dear Mr. Kelly:

Mr. Robert W. Maki  
1060 Bentoak Lane  
San Jose, California 95129

Dear Mr. Maki:

Mr. Caryle R. Merino  
1056 Bentoak Lane  
San Jose, California 95129

Dear Mr. Merino:

Mr. Robert E. Dspain  
1052 Bentoak Lane  
San Jose, California 95129

Dear Mr. Dspain:

Mrs. Genevieve Maynard  
1048 Bentoak Lane  
San Jose, California 95129

Dear Mrs. Maynard:

Mr. Thomas F. Andrews IV  
1044 Bentoak Lane  
San Jose, California 95129

Dear Mr. Andrews:

Mr. Peter A. Williams  
1040 Bentoak Lane  
San Jose, California 95129

Dear Mr. Williams:

Mr. David S. Fulton  
1036 Bentoak Lane  
San Jose, California 95129

Dear Mr. Fulton:

Mr. James J. Pizzo  
1032 Bentoak Lane  
San Jose, California 95129

Dear Mr. Pizzo:

Mr. Robert A. Mangold  
1028 Bentoak Lane  
San Jose, California 95129

Dear Mr. Mangold:

Mr. Edward W. Derenia  
5410 Bollinger Road  
San Jose, California 95129

Dear Mr. Derenia:

Mr. Weldon C. Bowen  
5432 Bollinger Road  
San Jose, California 95129

Dear Mr. Bowen:

Mr. Robert L. Yumasaka  
5454 Bollinger Road  
San Jose, California 95129

Dear Mr. Yumasaka:

Mr. V. R. Hudson  
1587 Maurice Lane  
San Jose, California 95129

Dear Mr. Hudson:

Mr. William R. McBirney  
1162 Bentoak Lane  
San Jose, California 95129

Dear Mr. McBirney:

Mr. Bert D. Hildebrand  
1158 Bentoak Lane  
San Jose, California 95129

Dear Mr. Hildebrand:

Mr. Robert R. Hilla  
1154 Bentoak Lane  
San Jose, California 95129

Dear Mr. Hilla:

Mr. Patrick R. Hughes  
1150 Bentoak Lane  
San Jose, California 95129

Dear Mr. Hughes:

Mr. Thomas A. Dailey  
121 Brookside Place  
Danville, California 94526

Dear Mr. Dailey:

Mr. Robert C. Findley  
1134 Bentoak Lane  
San Jose, California 95129

Dear Mr. Findley:

Mr. Keith F. Marks  
1122 Bentoak Lane  
San Jose, California 95129

Dear Mr. Marks:

Mr. Morriss A. Graves  
1110 Bentoak Lane  
San Jose, California 95129

Dear Mr. Graves:

MOVED —

Mr. David A. Howells  
1106 Bentoak Lane  
San Jose, California 95129

Dear Mr. Howells:

Mr. Edwin R. Hunt  
1102 Bentoak Lane  
San Jose, California 95129

Dear Mr. Hunt:

Mr. Richard G. Carlson  
1098 Bentoak Lane  
San Jose, California 95129

Dear Mr. Carlson:

Mr. Richard Salem  
1094 Bentoak Lane  
San Jose, California 95129

Dear Mr. Salem:

MOVED —

Mr. Robert B. Caldwell  
5476 Bollinger Road  
San Jose, California 95129

Dear Mr. Caldwell:

Mr. Josef Hoehman  
5498 Bollinger Road  
San Jose, California 95129

Dear Mr. Hoehman:

Mr. Eugene F. Kassel  
5390 Lassen Avenue  
San Jose, California 95129

Dear Mr. Kassel:

Pollard Family Trust  
150 Font Bl. 11k  
San Francisco, California 94132

Gentlemen:

Mr. Maurice A. Broner  
990 Westlynn Way  
San Jose, California 95129

Dear Mr. Broner:

Mr. Satoru Nagaishi  
4542 Heppner Lane  
San Jose, California 95123

Dear Mr. Nagaishi:

Mr. Ralph L. Westerman  
21065 Rainbow Drive  
Cupertino, California 95014

Dear Mr. Westerman:

Mr. John C. Kolbu  
3003 Moorpark Avenue  
San Jose, California 95128

Dear Mr. Kolbu:

Mrs. Rose Millazzo  
12425 Quito Road  
Saratoga, California 95070

Dear Mrs. Millazzo:

Mr. Davis Snook  
12525 Quito Road  
Saratoga, California 95070

Dear Mr. Snook:

Mr. Arthur Phillips  
12545 Quito Road  
Saratoga, California 95070

Dear Mr. Phillips:

Mr. Laurids Hansen  
12565 Quito Road  
Saratoga, California 95070

Dear Mr. Hansen:

Mr. Glenn Roper  
12585 Quito Road  
Saratoga, California 95070

Dear Mr. Roper:

MOVED — ~~Mr. Raymond Tankersley  
12623 Quito Road  
Saratoga, California 95070~~

~~Dear Mr. Tankersley:~~

Mr. Jesse Cogburn  
12451 Quito Road  
Saratoga, California 95070

Dear Mr. Cogburn:

MOVED — Mr. Edward Romero  
12475 Quito Road  
Saratoga, California 95070

Dear Mr. Romero:

Mr. Paul Spitsen  
5292 Elmwood Drive  
San Jose, California 95130

Dear Mr. Spitsen:

Mrs. Belmira Macchi  
12500 Quito Road  
Saratoga, California 95070

Dear Mrs. Macchi:

Mrs. Mildred L. Macchi  
10394 Tantau Avenue  
Cupertino, California 95014

Dear Mrs. Macchi:

Mr. Ernest Macchi  
12500 Quito Road  
Saratoga, California 95070

Dear Mr. Macchi:

Mr. John W. Anderson  
1196 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Anderson:

Mr. Bradley Dilling  
1192 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Dilling:

Mr. Raphael M. Mignona  
1188 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Mignona:

Mr. James Mongiello  
1178 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Mongiello:

Mr. Woodrow H. Wilson  
1174 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Wilson:

Mr. Leonard Berens  
1170 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Berens:

Mr. Robert T. Yamaguchi  
1166 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Yamaguchi:

Mr. Donald R. Reed  
1162 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Reed:

Mr. Clare E. Howe  
1158 Forst Creek Drive  
San Jose, California 95129

Dear Mr. Howe:

Mr. Jack E. King  
1154 Forst Creek Drive  
San Jose, California 95129

Dear Mr. King:

Mr. Tetsuo G. Fujimoto  
1150 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Fujimoto:

Mr. Russell H. Herbert  
1146 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Herbert:

Mr. James F. Fox  
1142 Forest Creek Drive  
San Jose, California 95129

Dear Mr. Fox:

Mr. Rodney C. Hembree  
1303 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Hembree:

Mr. Paul R. Einzinger  
1311 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Einzinger:

Mr. Donald J. Healy  
1317 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Healy:

Mr. Gardner D. Currie Jr.  
1325 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Currie:

Mr. David L. Nelson  
1331 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Nelson:

Mr. Louis P. Howe  
1339 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Howe:

Mr. John J. Meek  
1345 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Meek:

Mr. Patrick H. Baymiller  
1353 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Baymiller:



Mr. Ramond I. Levine  
1361 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Levine:

MOVED — Mr. Courtney L. Schultz  
5246 Englewood Drive  
San Jose, California 95129

Dear Mr. Schultz:

Mr. Errol F. Rose  
1375 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Rose:

Mr. George U. Canon  
1379 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Canon:

Mr. James A. Wright  
1387 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Wright:

Mr. Ernest B. Peterson  
1395 Cordelia Avenue  
San Jose, California 95129

Dear Mr. Peterson:

Mr. Charles W. Musgrave  
5424 Eileen Drive  
San Jose, California 95129

Dear Mr. Musgrave:

Mr. Victor C. Carlson  
5378 Lassen Avenue  
San Jose, California 95129

Dear Mr. Carlson:

MOVED — Mr. Homer B. Norris  
5366 Lassen Avenue  
San Jose, California 95129

Dear Mr. Norris:

Mr. William C. Clark  
5354 Lassen Drive  
San Jose, California 95129

Dear Mr. Clark:

Mr. Benjamin F. Churillo  
1465 Greene Drive  
San Jose, California 95129

Dear Mr. Churillo:

Mr. Henry O. Cureton  
1471 Greene Drive  
San Jose, California 95129

Dear Mr. Cureton:

Mr. Steve Reynoha  
1477 Greene Drive  
San Jose, California 95129

Dear Mr. Reynoha:

MOVED — Mr. John C. Welch  
1483 Greene Drive  
San Jose, California 95129

Dear Mr. Welch:

Mr. Norman G. Shultz  
1487 Greene Drive  
San Jose, California 95129

Dear Mr. Shultz:

Mr. Robert E. Trotter  
1495 Greene Drive  
San Jose, California 95129

Dear Mr. Trotter:

Mrs. Dolores D. Monk  
1501 Greene Drive  
San Jose, California 95129

Dear Mrs. Monk:

Mr. Monte C. Morehead  
1507 Greene Drive  
San Jose, California 95129

Dear Mr. Morehead:

Mr. Charles M. Hurley  
1515 Greene Drive  
San Jose, California 95129

Dear Mr. Hurley:

MOVED - Mr. Edison H. Whitehurst  
1521 Greene Drive  
San Jose, California 95129

Dear Mr. Whitehurst:

Mr. John P. Gardner  
1527 Greene Drive  
San Jose, California 95129

Dear Mr. Gardner:

Mr. Mason L. Williams, Jr.  
1531 Greene Drive  
San Jose, California 95129

Dear Mr. Williams:

Mr. Frank A. Howard  
1539 Greene Drive  
San Jose, California 95129

Dear Mr. Howard:

Mr. Leroy A. Waite, Sr.  
1545 Greene Drive  
San Jose, California 95129

Dear Mr. Waite:

Mr. Byron D. Carr  
1475 English Drive  
San Jose, California 95129

Dear Mr. Carr:

Mr. Frank C. Harrison  
1481 English Drive  
San Jose, California 95129

Dear Mr. Harrison:

Mr. Robert D. Currier  
1485 English Drive  
San Jose, California 95129

Dear Mr. Currier:

Mr. Carl E. Smith  
1358 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Smith:

Mr. Michael Tortorici  
1350 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Tortorici:

Mr. John R. Rennert  
1342 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Rennert:

Mr. Charles G. Steele  
1334 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Steele:

Mr. James K. Pace  
1326 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Pace:

Mr. William E. Berg  
1318 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Berg:

Mr. Patrick R. McIsaac  
1310 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. McIsaac:

Mr. Alan W. Simila  
1302 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Simila:

Mr. Alan W. Alexander  
1294 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Alexander:

Mr. Meyer A. Miller  
1288 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Miller:

Mr. Charles E. Vivian  
1282 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Vivian:

Mr. Robert J. Brennan  
1278 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Brennan:

Mr. Alan P. Lantow  
1270 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Lantow:

Mrs. Rosemary C. Scicluna  
1264 Oak Knoll Drive  
San Jose, California 95129

Dear Mrs. Scicluna:

Mr. Lawrence C. Milstead  
1258 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Milstead:

Mrs. Helen P. Thompson  
1252 Oak Knoll Drive  
San Jose, California 95129

Dear Mrs. Thompson:

Mr. Melvin M. Olsen  
1248 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Olsen:

Mr. Irving R. Shea  
1240 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Shea:

Mr. Arthur N. Haig  
1234 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Haig:

Mr. Lawrence D. Williams  
1228 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Williams:

Mr. Norman A. Jenks  
1222 Oak Knoll Drive  
San Jose, California 95129

Dear Mr. Jenks:

MARY MASSEY  
12475 QUITO ROAD  
SARATOGA, CALIF.

## LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74

County of Santa Clara  
Department of Public Works

## Attendance Record

- 1 R.G. CARLSON 1098 BENTON LN. S.J.
- 2 L.M. Lawrence 10190 Sterling Blvd. Cupertino
- 3 MR + MRS PAUL C. HANEY  
884 RAILTREE CCL 12 T
- 4 DR VINCENT J. MINGIONE <sup>PROFESSIONAL CTR.</sup> 1348 SARATOGA AVE S
- 5 Robert J. Uranski 5015 Elmwood Dr San Jose
- 6 ~~Th~~ 20 April 868 Rantier Ct S.J.
- 7 Mr + Mrs J. Dorkue 5420 Blackhawk Way S.J.
- 8 Allan N. Freid, O.D. 1848 Saratoga Ave. San
- 9 Mr + Mrs Don Stale 685 Chestnut Dr. S.J.
- 10 Mrs Robert S. Smith 1110 Happy Valley Ave S.J.
- 11 Donald Smith 1110 Happy Valley S.J.
- 12 J Mc Kinnis 1068 Benton Lane S.J.
- 13 Mary Kunkle 1092 Beaumont Dr S.J.
- 14 Melvina Clephand 908 Forest Hill S.J.
- 15 John & Betty Byrne 1050 Marilly Ave S.J.
- 16 Caroline & Vasec Wigginton 5062 Elmwood Dr S.J.
- 17 JOHN E FARRAR 499 HAMILTON AVE PALO ALTO

## LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74  
County of Santa Clara  
Department of Public Works

## Attendance Record

- 1 JOSEF HOCHMAN 5408 Bellinger Rd. S.J.
- 2 RONALD " " " "
- 3 Natalie Dodd 905 Rainier Ct S.J.
- 4 Douglas Dodd 905 Rainier Ct S.J.
- 5 Marchi, Ernest 12500 Quince Rd. San Jose
- 6 Stennett, Bruce 5103 FORESTVIEW DR. S.J.
- 7 Fichman, Don 834 Doyle Rd S.J.
- 8 Dave Myers 820 Doyle Rd S.J.
- 9 N.A. GRAVES 1110 BENTON LN S.J.
- 10 E.L. TURNER 539 BEVANS DR S.J.
- 11 CHRISTINE WILLIAMS 1992 QUINCE ST S.J.
- 12 Jay C. Williams " " " "
- 13 Florence Johnson " " " "
- 14 WILLIAM K. LOCKMAN 5463 ORA ST. S.J.
- 15 Dargma Coates 5025 Northlawn Dr. S.J.
- 16 Barbara J. Sennet 5055 Northlawn Dr. S.J.
- 17 Glenn & Cyper 12585 Quince Rd. S.J.



## LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74

County of Santa Clara  
Department of Public Works

## Attendance Record

- 1 Mr & Mrs David W. Jackson 1064 Bent Oak Ln
- 2 Mr. J. W. Holtz 5039 Doyle Rd
- 3 Mrs Cheryl Cheever 5011 Doyle Rd
- 4 Bill Klong, FHWA
- 5 JAMES I. HOLLOWELL, FHWA
- 6 Nancy Rogers
- 7 Mary Philbrandt 507 Wagner St SJ
- 8 Paul H. Spitsen 5292 Elmwood Dr. S.J.
- 9 Ron Jensen 1990 Colusa Wy
- 10 Van Khammen 20141 River Rd. San Jose
- 11 Mr. J. C. Harrison 1481 English Dr SJ
- 12 J. D. Vanderleam 28 N 1st St. S.J.
- 13 S. P. Egger 5075 Tiberian S.J.
- 14 Mr & Mrs M. Velasco 1433 Serrano
- 15 Dawn Williams 1992 Quito Road SJ
- 16 Leonor Gordo 5288 Northlawn
- 17 Jackie Uefrano 1933 Serrano

## LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74

County of Santa Clara  
Department of Public Works

## Attendance Record

1. W.R. McBirney 1162 Bent Oak Lane San Jose 9512
2. Carole Carlson 1098 Bent Oak Ln. S. Jose 95129
3. ~~Deborah P. Pottig~~ 5211 Elmwood Dr. San Jose 9512
4. Jerry A. Hufferd 509 South Park Dr S J
5. Mrs. Louise Pook 5189 Elmwood Dr. S J 95129
6. Richard Pugh 1090 Bent Oak Ln. S.J. 9512
7. Jacquelyn Henke 5186 Englewood Dr. S.J. 95129
8. Keith Henke 5186 Englewood Dr. 9512
9. Stan Mappan Caltrans.
10. Bud Linneman Caltrans
11. Edward H. Tie 5009 Northlan Dr. San Jose Cal. 95130
12. Yaso Kato 1777 Santiago Ave S.J. 95129
13. L.C. Milstead 1258 Oak Knoll Dr. S.J. 9512
14. Patricia A. Milstead 1258 Oak Knoll Dr S.J. 95129
15. John B. Williams 5278 Elmwood Dr S.J. 95130
16. Linda Spitsen 5292 Elmwood Dr

LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74  
County of Santa Clara  
Department of Public Works

Attendance Record

- 1 Alicia Gloria 5288 Northlawn Dr
- 2 Hermits Gloria 5288 Northlawn Dr
- 3 Honor Gloria 5288 Northlawn Dr
- 4 Vincent J. Jr. 729 Hickory Way
- 5 Eileen Hildebrand 1158 Buntrock Ln.
- 6 J. Welsh 876 RAINBOW CRT.
- 7 Marguerite Telling 5211 Elmwood Ln. S. J.
- 8 Stella Rice 5009 Northlawn Dr. S. J.
- 9 Diana Santow 1270 Oak Knoll Dr S. J.
- 10 Alan Santow 1270 OAK Knoll Dr S.
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LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74  
County of Santa Clara  
Department of Public Works

Attendance Record

- 1 Mr. & Mrs. Robert L. Hilla 1154 Bentrak Ln
- 2 Mr & Mrs. Evelyn B. Merino
- 3 MR & MRS JAMES DRECKSLER
- 4 JAMES MONGIELLO
- 5 Frank P. Rodriguez,
- 6 Carolyn Tice - 5009 Montalvo Rd. S.J.
- 7 Evelyn R. Shirley 1515 Green St. S.J.
- 8 Charles M. Shirley " "
- 9 Sharon de Ruitel 2143 Salero St. - S.J.

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LAWRENCE EXPRESSWAY PUBLIC HEARING

~~7-9-74~~  
County of Santa Clara  
Department of Public Works

Attendance Record

- 1 Mary L. Chummon 913 Rain Tree Ct.
- 2 Don R. Chummon 913 Rain Tree Ct.
- 3 Willeson Church 10175 STERLING BLVD
- 4 Ray Mignogna 1188 Forest Creek Dr.
- 5 Patricia Tire 5009 Northclawn Dr.
- 6
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- 16
- 17

LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74  
County of Santa Clara  
Department of Public Works

Attendance Record

1 STEVE ZIENTEK 4801 CASTLEWOOD S.I. 95749

2 BETH ZIENTEK 11 11

3 Roberta Martin 12749 Quito Saratoga 95070

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LAWRENCE EXPRESSWAY PUBLIC HEARING

7-9-74  
County of Santa Clara  
Department of Public Works

Attendance Record

- 1 Mr. & Mrs. Paul Yonida 6293 Elmwood Dr.
- 2 Mr. & Mrs. Joseph F. Cyander 5231 ELMWOOD DR.

3

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# SIERRA CLUB

LOS GATOS, SARATOGA, CUPERTINO, MONTE SERENO GROUP

CASTLE ROCK GROUP

Mr. Lou Montini  
Public Works Department  
of Santa Clara County  
San Jose, California

Sir:

The Castle Rock Group of the Sierra Club vigorously opposes widening of the Lawrence Expressway from Interstate 280 south to Prospect. This project, by catering to automobile traffic and diverting funds from transit development, mocks the intentions of the Transit District for transit capture of 30 percent of county trips.

Several questions arise concerning the project:

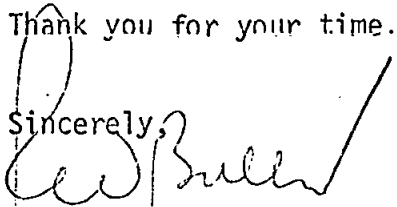
- 1) Will Federal Aid Urban (FAU) funds be allocated for this project? Could these funds be utilized for transit construction?
- 2) Has either an EIS or negative declaration been issued on the proposal?
- 3) Has the mutual impact of the uncompleted RTDP and highway projects such as the widening of the expressway been adequately assessed?

The Sierra Club believes that a moratorium on freeway construction is mandatory until the RTDP Phase II route selections are complete.

Please include this letter in the public record.

Thank you for your time.

Sincerely,

  
Ralph W. Ballmer  
Sierra Club  
Modern Transit Committee

5828 El Zuparko Dr.  
San Jose, CA 95123

APPROVED: John A. Brigham  
Santa Clara County Transportation Committee  
Sierra Club



August 2, 1974

Mr. Ralph W. Ballmer  
Sierra Club  
Modern Transit Committee  
5828 El Zuparko Drive  
San Jose, California 95123

Subject: Lawrence Expressway between Northlawn Drive and  
Junipero Serra Freeway (Route 280)

Dear Mr. Ballmer:

Your undated letter opposing the widening of Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280) was received by the Department of Public Works on August 1, 1974.

Answers to the several questions you raised regarding this project follow:

1. No Federal Aid Urban (FAU) funds will be used for this project.
2. A Negative Declaration has been prepared for this project pursuant to the California Environmental Quality Act of 1970, as amended, and the National Environmental Policy Act of 1969 as amended. The Negative Declaration has been approved by both CALTRANS and the Federal Highway Administration.
3. The mutual impact of the uncompleted RTDP and this project has been adequately assessed in my opinion.

A public hearing was held on this proposed project on July 9, 1974. The public hearing record was held open until July 21, 1974 for written statements and correspondence. Your

Mr. Ralph W. Ballmer

-2-

August 2, 1974

letter will be included with the material that goes to the Board of Supervisors regarding this project.

Your interest in this matter is appreciated.

Very truly yours,

JAMES T. POTT  
Director

LOUIS MONTINI  
Assistant County Engineer

LM:vlt

cc: ✓SAB

NOTICE OF PUBLIC HEARING

INVITATION

YOU ARE INVITED TO CONSIDER  
ENGINEERING DESIGN FEATURES FOR  
PROPOSED IMPROVEMENT OF A  
PORTION OF LAWRENCE EXPRESSWAY

LIMITS: NORTHLAWN DR. AND  
JUNIPERO SERRA FREEWAY  
(ROUTE 280)

WHERE: EASTERBROOK SCHOOL  
4660 EASTUS DRIVE  
SAN JOSE, CALIFORNIA

WHEN: TUESDAY, JUNE 11, 1974  
7:00 P.M. REVIEW OF DISPLAYS  
7:30 P.M. PUBLIC HEARINGS

All interested persons are invited to attend the County of Santa Clara's Public Hearing to consider engineering design features for the proposed improvement of a portion of Lawrence Expressway between the above described limits. Display review will begin at 7:00 p.m. and the hearing will begin at 7:30 p.m. Tuesday evening, June 11, 1974 in the Multi-Use Room of Easterbrook School located in San Jose, California. The hearing is scheduled to afford an opportunity for public participation in consideration of certain design features of the project.

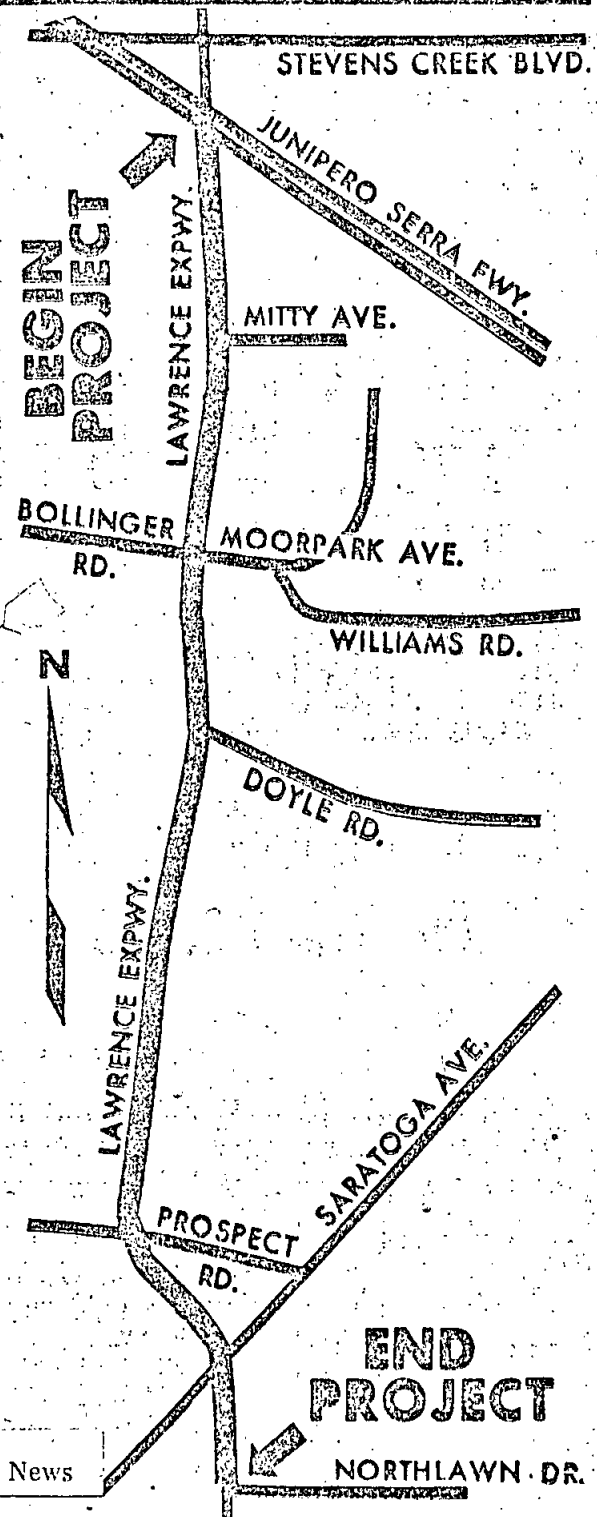
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Maps and other information are available for inspection at the County of Santa Clara, Department of Public Works, Room 203, 1555 Berger Drive, San Jose, Ca.

Written and oral statements from any interested person or group regarding the proposed improvement will be received at the hearing for entry into the official transcript. Public hearing records will be kept open 10 days after the public hearing until June 21, 1974 during which period letters or statements may be included in the record. These may be mailed to:

James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112

26 Monday, May 6, 1974 San Jose News



PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

# INVITATION

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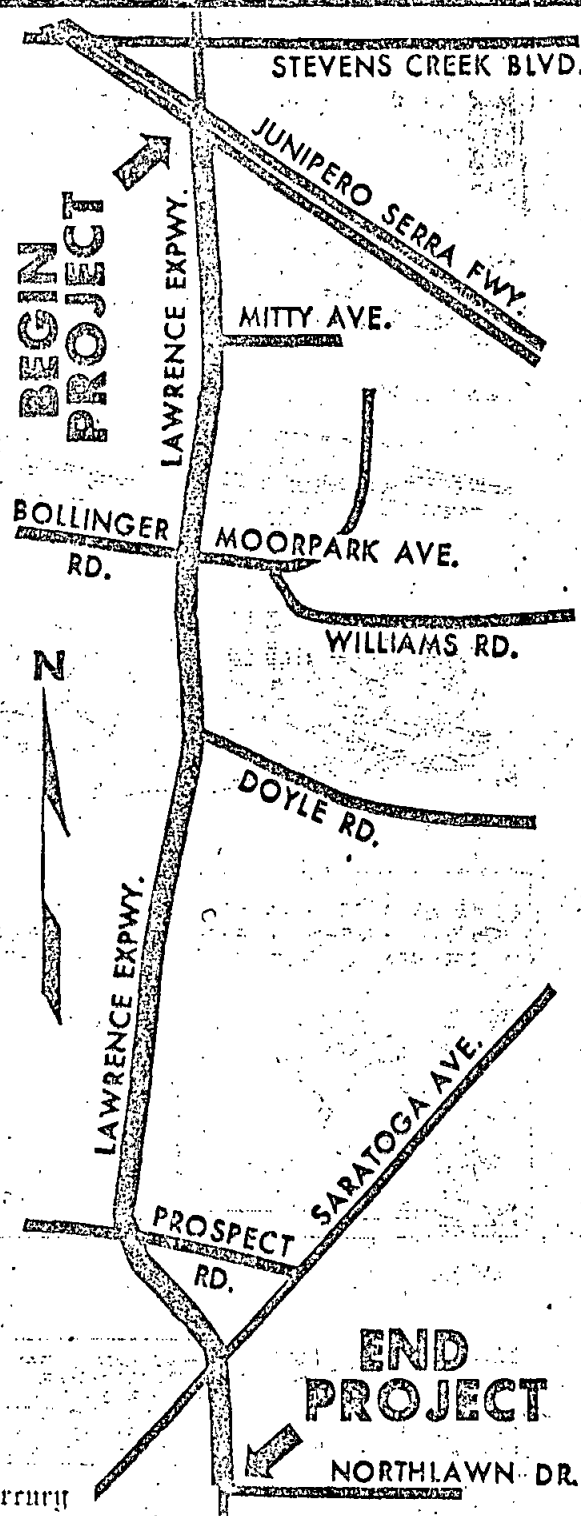
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26 Monday, May 6, 1974 San Jose Mercury

PUBLIC NOTICE

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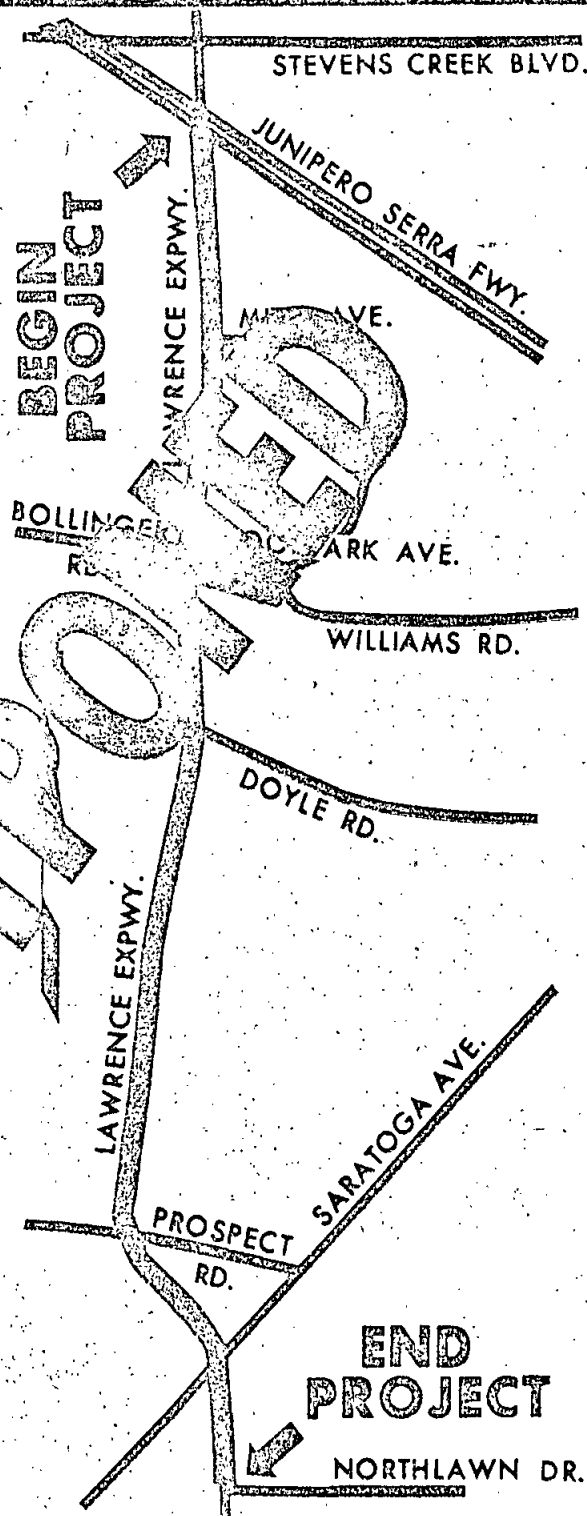
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The tentative schedule for acquisition of rights of way, if necessary, and improvement of the expressway will be publicly disclosed. In addition the "Relocation Assistance Program" will be explained.

Maps and other information are available for inspection at the County of Santa Clara, Department of Public Works, Room 1555 Berger Drive, San Jose, California.

Written and oral statements may be presented by any person or group requesting improvement will be considered at the hearing for entry into the official record. Public hearing records will be kept on file for 30 days after the public hearing until June 11, 1974 during which period letters or statements may be included in the record. These may be mailed to:

James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112



### PUBLIC NOTICE

TO

FROM

# INVITATION

NOTICE OF PUBLIC HEARING

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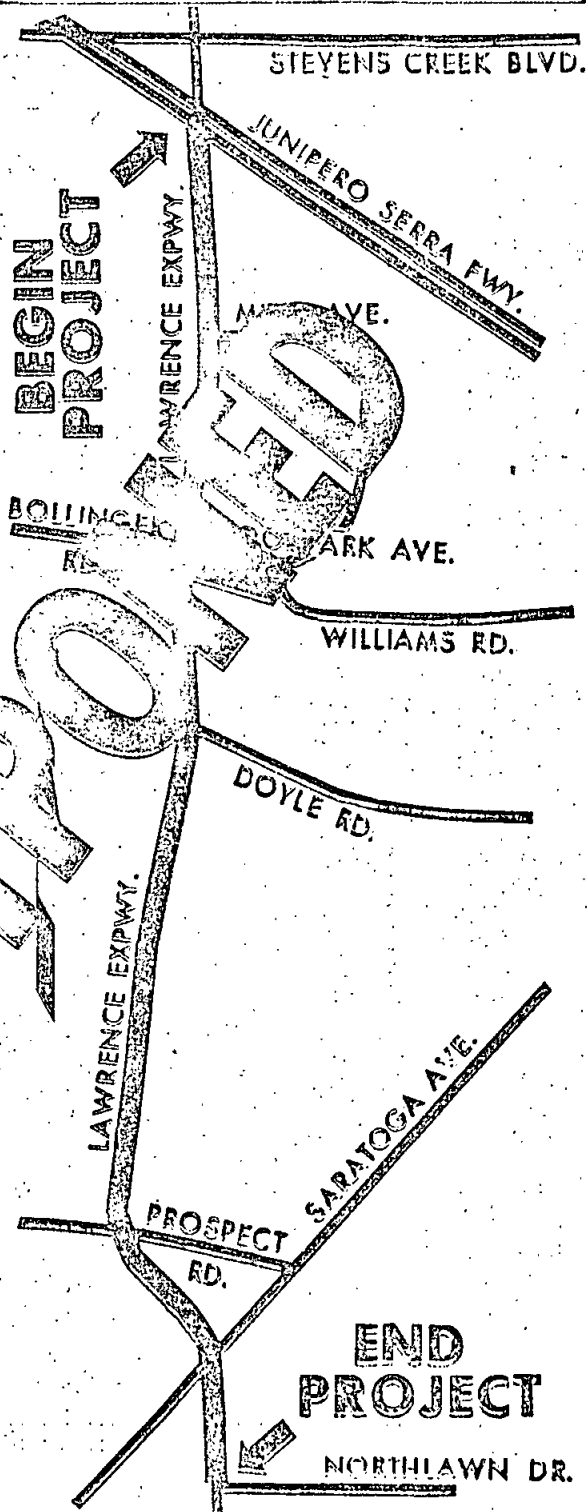
The tentative schedule for acquisition of rights of way, if necessary, and improvement of the expressway will be publicly displayed. In addition the "Relocation Assistance Program" will be explained.

Maps and other information will be available for inspection at the County of Santa Clara Department of Public Works, Room 155, 1535 Berger Drive, San Jose, California.

Written and oral statements may be presented by any interested person or group regarding the proposed improvement at the hearing for entry into the official record. Public hearing records will be kept open 15 days after the public hearing until June 17, 1974 during which period letters or statements may be included in the record. These may be mailed to:

James T. Pott  
Director of Public Works  
County of Santa Clara  
1535 Berger Drive  
San Jose, California 95112

MERCURY  
MAY 29, 1974



PUBLIC NOTICE

NOTICE OF PUBLIC HEARING

INVITATION

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A PORTION OF LAWRENCE EXPRESS-  
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LIMITS: NORTHLAWN DR. AND JUNI-  
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WHERE: EASTERBROOK SCHOOL  
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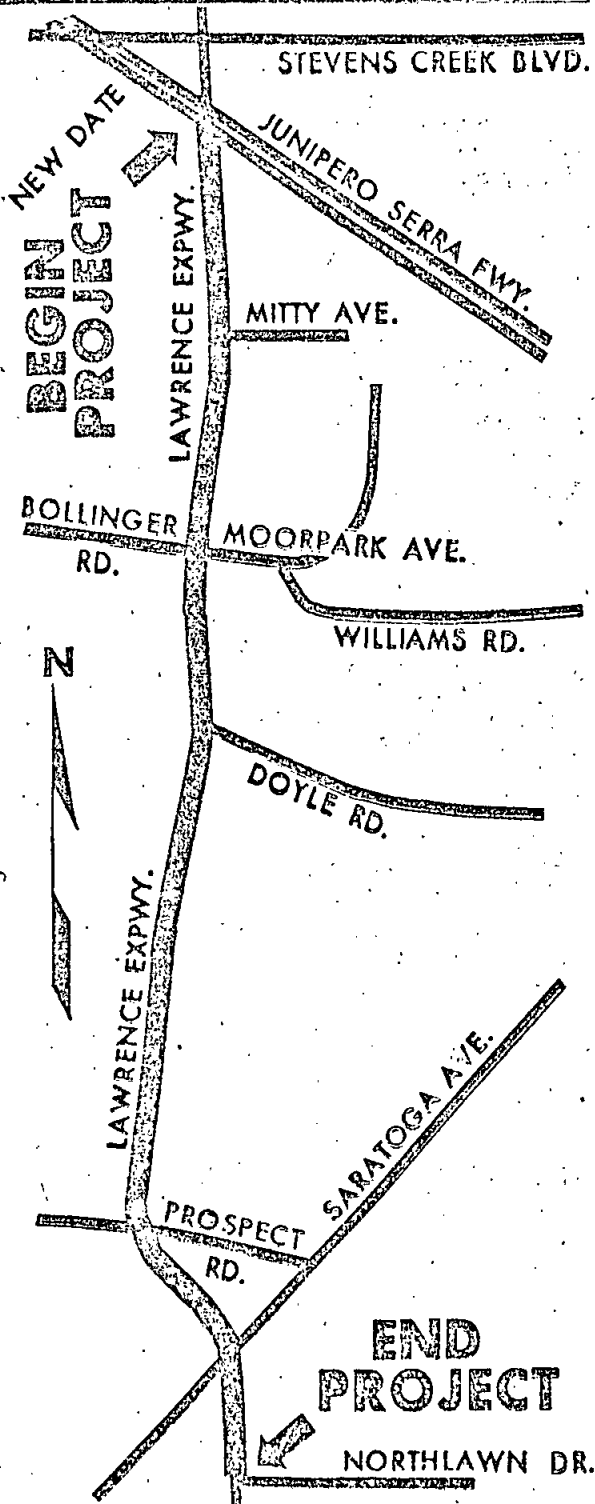
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The Environmental Statement Negative Declaration, maps and other information are available for inspection at the County of Santa Clara, Department of Public Works, Room 203, 1555 Berger Drive, San Jose, Calif.

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James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112



PUBLIC NOTICE

MERCURY NEWS  
JUNE 6, 1974

# memorandum



TO

FROM

SUBJECT

DATE

★ ★ ★

## Hearing Set On Road Widening

Proposed widening of Lawrence expressway will be subject to a public hearing July 9 at Easterbrook School, 4660 Eastus Drive, San Jose.

Topics to be discussed include bikeway, highway and transit features, aesthetic treatment, the county's relocation assistance program and environmental statements.

Exhibits will be on display at 7 p.m., with the hearing scheduled to begin at 7:30 p.m. The meeting, designed to receive public input, will be in the school's multi-use room.

Expressway improvements are planned along a 2.5-mile section between Junipero Serra freeway and Northlawn avenue. Major cross-street affected are Saratoga avenue, Prospect road, Doyle road, Bollinger road, Moorpark avenue and Mitty avenue.

Plans call for adding two lanes to the expressway. Seeking as large an attendance as possible, the County Public Works Department has mailed out 150 notices to area residents and businesses.

PAGE 18

S.J. NEWS JUNE 28, 1974





# PUBLIC NOTICE

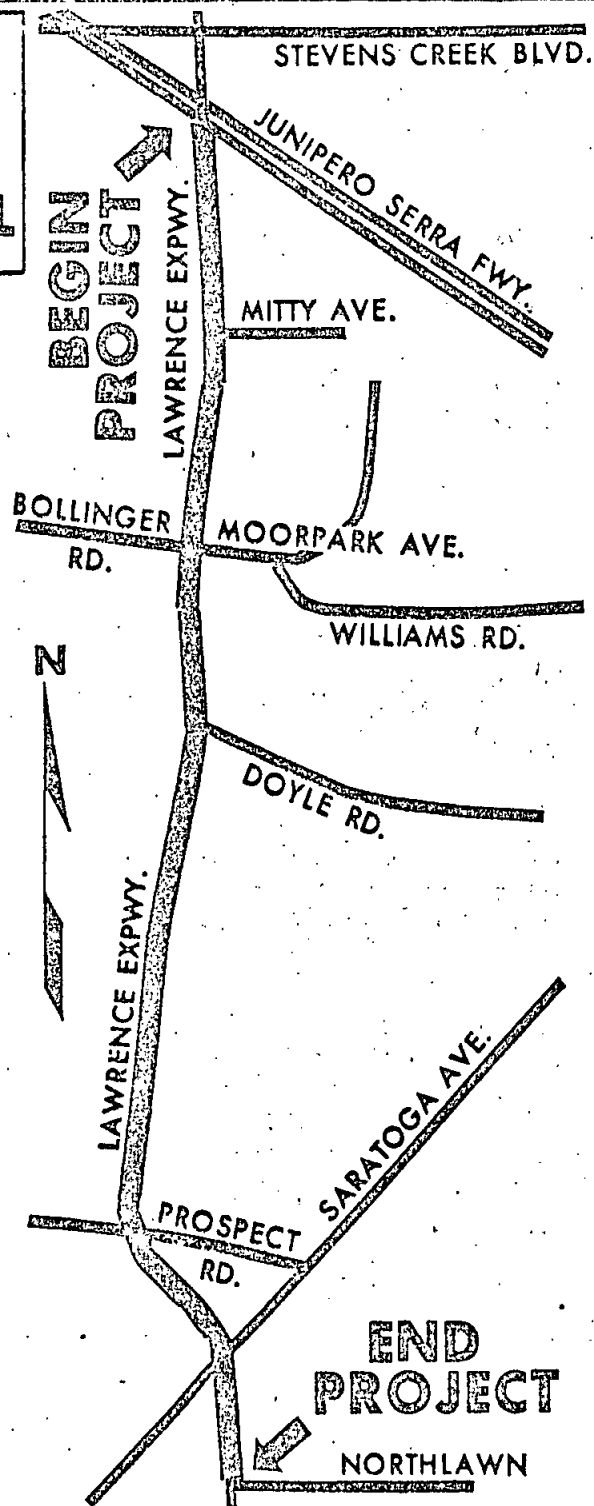
## NOTICE OF REQUEST FOR DESIGN APPROVAL

The County of Santa Clara Public Works Department is requesting, and the State of California, Division of Highways is considering, design approval of the Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Rt. 280). This is a Federal Aid Secondary (FAS) Project to be implemented under the FAS program.

This project provides for the construction of two additional traffic lanes, bikeway and transit features. The project location is indicated on the map and is the same as that presented at the Design Public Hearing held on July 9, 1974. As a result of that public hearing the Board of Supervisors of the County of Santa Clara approved and authorized detailed engineering on August 20, 1974 for the project. Construction is scheduled to start in May 1975.

The County of Santa Clara Public Works Department has filed a Negative Declaration (Environmental Statement) with the State of California, Division of Highways and the U.S. Department of Transportation, Federal Highway Administration.

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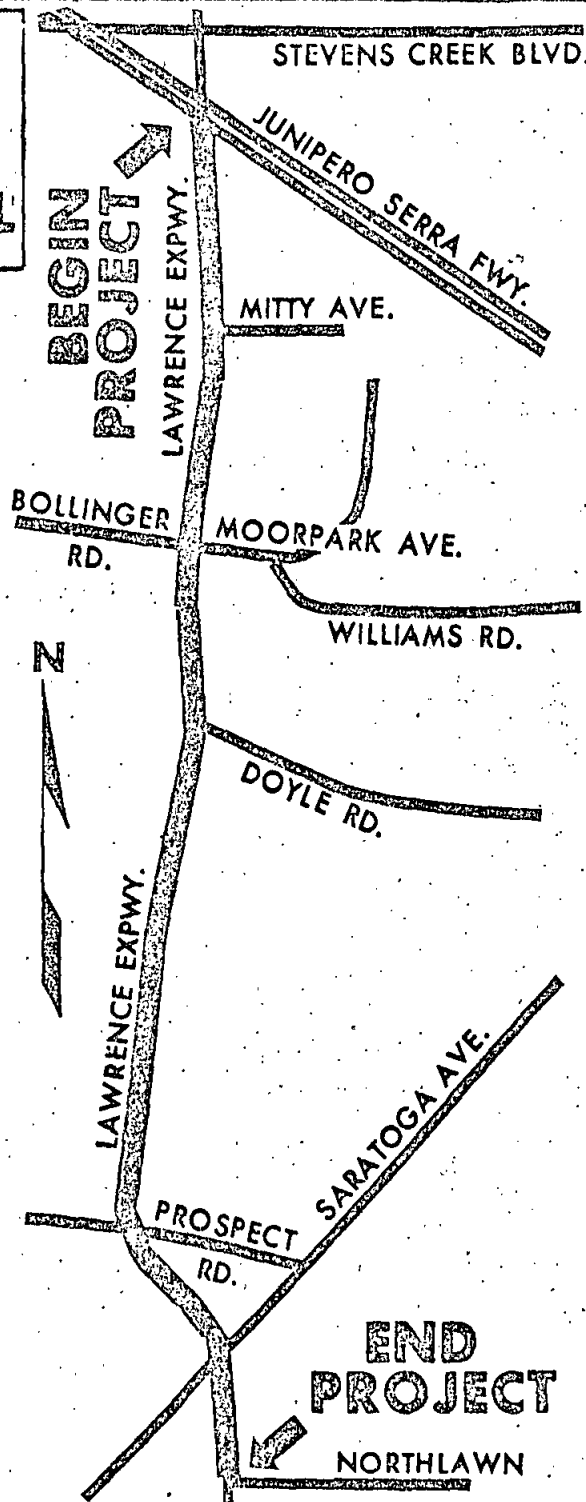
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FROM

DATE \_\_\_\_\_

Thurs., June 6, 1974 ★★★★★ San Jose News

San Jose News

# NOTICE OF PUBLIC HEARING

END  
PROJECT

NORTHLAWN DR.

# PUBLIC NOTICE

# INVITATION

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WHERE: EASTERBROOK SCHOOL  
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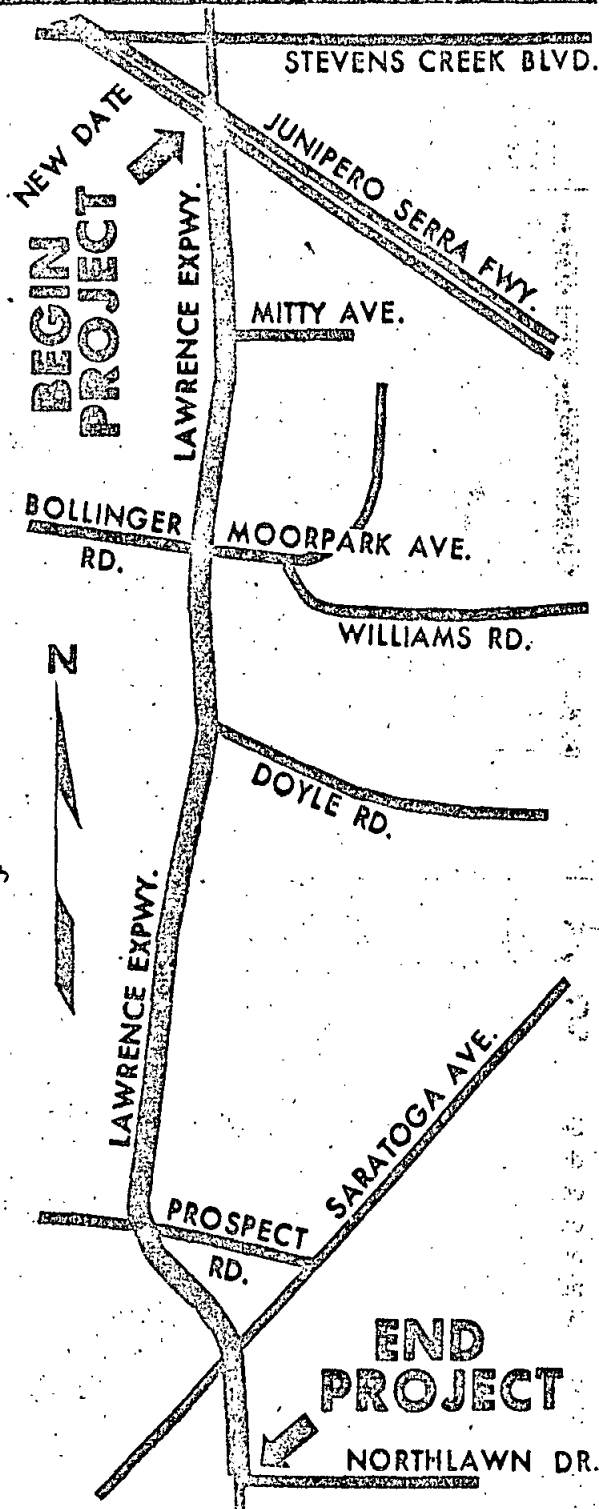
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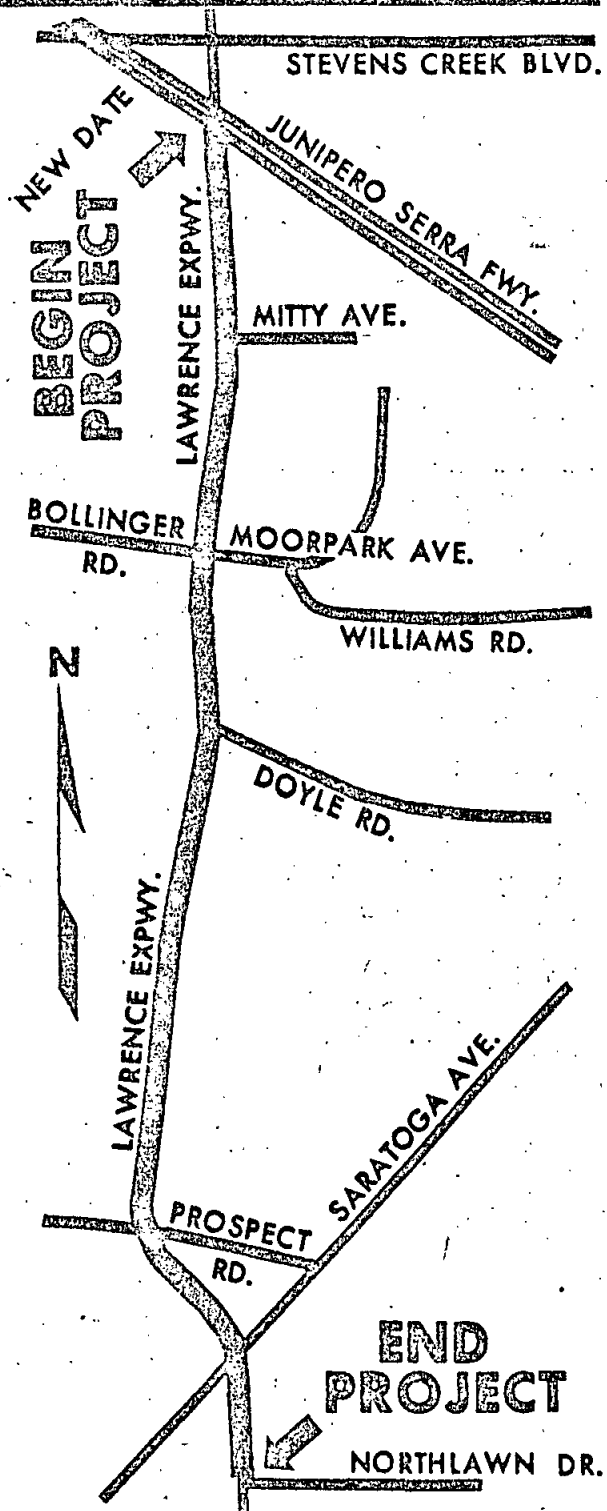
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**PUBLIC NOTICE**

# memorandum

TO **FILE**  
SUBJECT

FROM

## INVITATION

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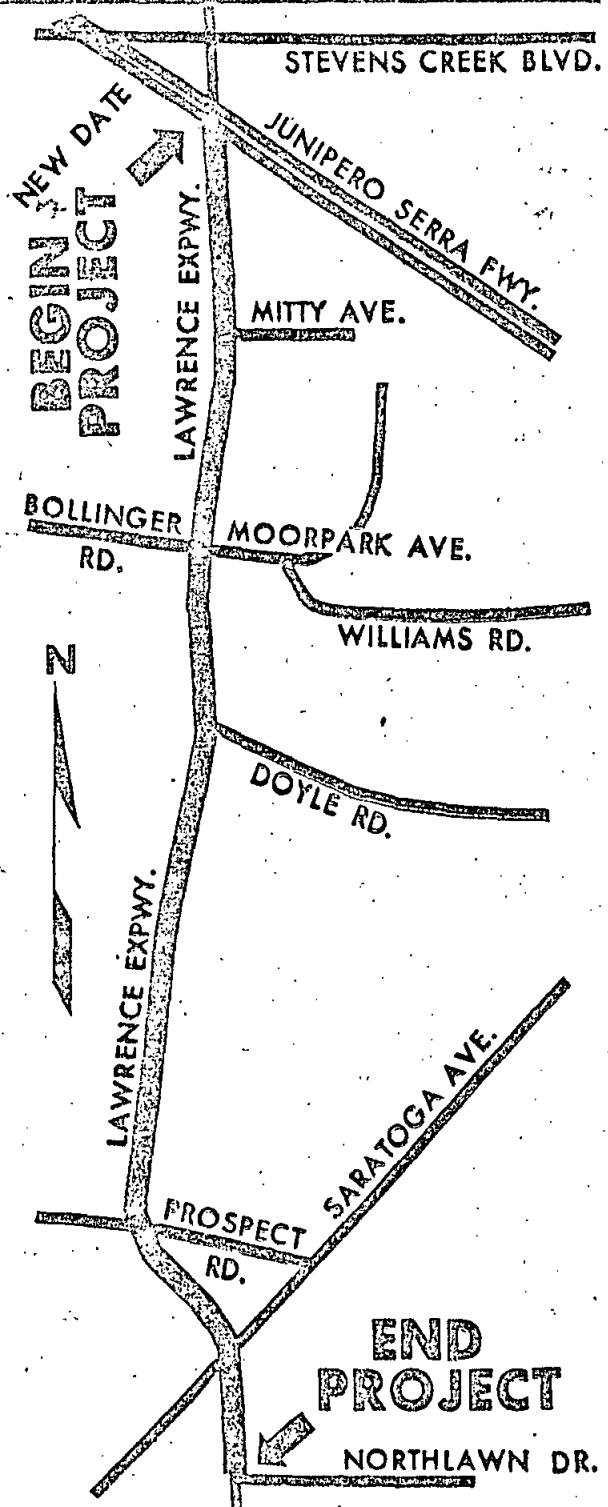
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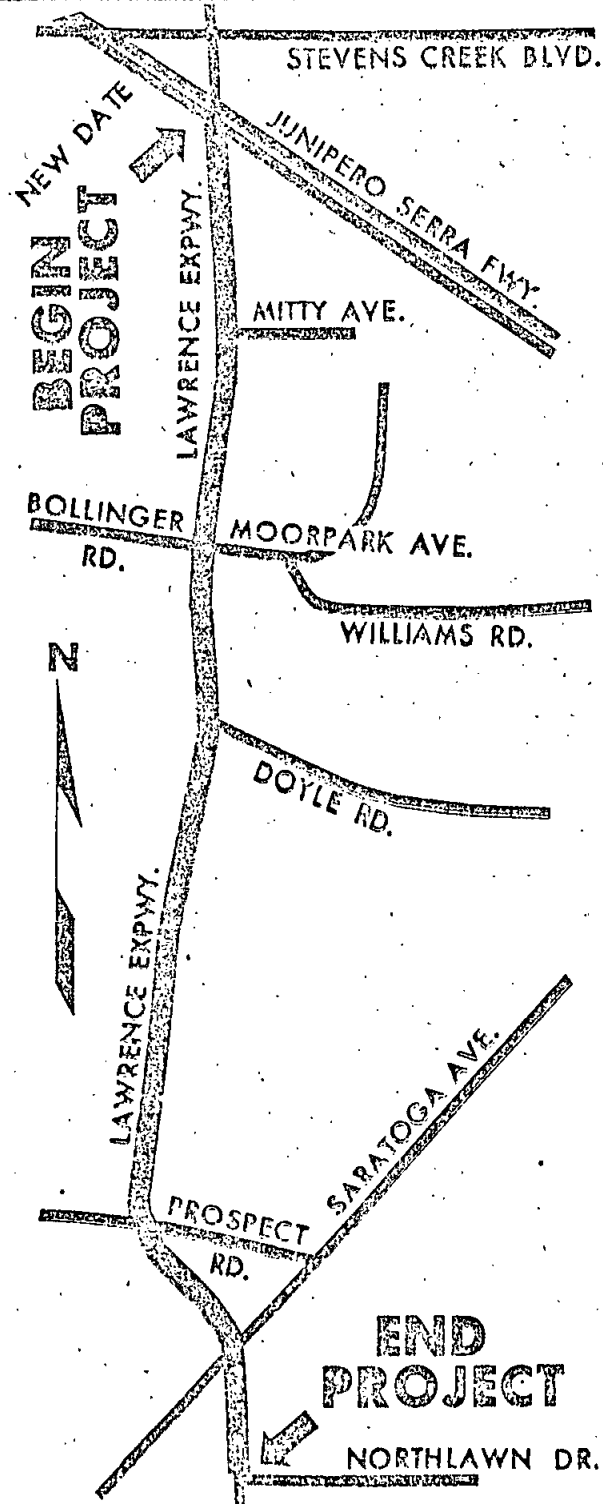
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TO

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SUBJECT

DATE

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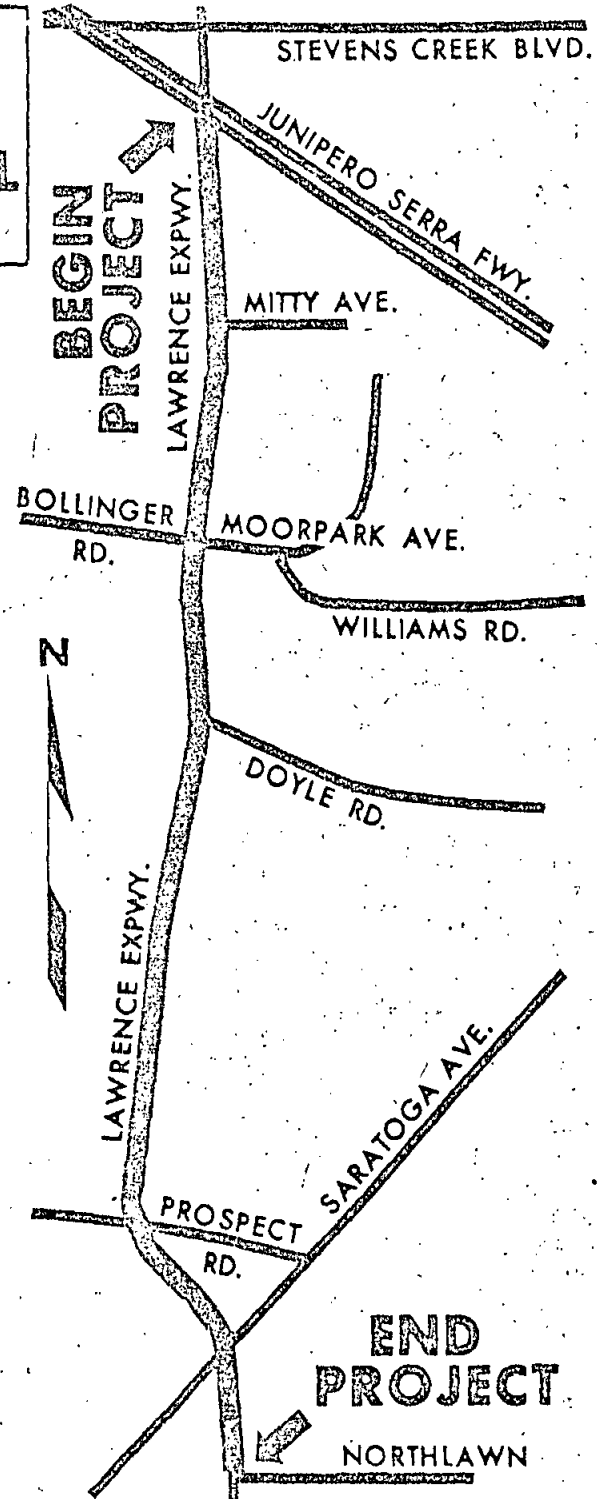
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# PROOF OF PUBLICATION

## SAN JOSE NEWS

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA

IN THE

STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

IN THE MATTER OF THE INVITATION TO THE  
PUBLIC HEARING

No.

STATE OF CALIFORNIA, } ss.  
COUNTY OF SANTA CLARA

The undersigned, being first duly sworn, deposes and says: That at all times herein-  
after mentioned affiant was and still is a citizen of the United States, over the age of eight-  
een years, and not a party to nor interested in the above entitled proceeding; and was at  
and during all said times and still is the principal clerk of the printer and publisher of the  
San Jose News, a newspaper of general circulation printed and published daily (except  
Sundays) in the city of San Jose in said County of Santa Clara, State of California, that  
said San Jose News is and was at all times herein mentioned a newspaper of general circula-  
tion as that term is defined by Sections 6000 and following, at the Government Code of  
the State of California, and, as provided by said sections, is published for the dissemina-  
tion of local or telegraphic news and intelligence of a general character, having a bona  
fide subscription list of paying subscribers, and is not devoted to the interests or published  
for the entertainment or instruction of a particular class, profession, trade, calling, race or  
denomination, or for the entertainment and instruction of any number of such classes,  
professions, trades, callings, races or denominations; that at all times said newspaper has  
been established, printed and published in the said city of San Jose in said County and  
State of regular intervals for more than one year preceding the first publication of the na-  
tice herein mentioned; that said notice was set in type not smaller than nonpareil and was  
preceded with words printed in black-face type not smaller than nonpareil, describing and  
expressing in general terms, the purport and character of the notice intended to be given;  
that the clipping of which the annexed is a true printed copy, was published and printed in  
said newspaper on the following dates, to-wit:

May 6, 29 and June 6, 1974

Dated at San Jose, California

this 14th day of June 1974  
I declare under penalty of perjury that the foregoing is true and correct.

Signed *Esther Coleman*  
Principal clerk of the printer and publisher of the San Jose News.

1968-ACC-4

# PROOF OF PUBLICATION

## San Jose Mercury

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA

IN THE

STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

IN THE MATTER OF THE INVITATION TO THE  
PUBLIC HEARING

No.

STATE OF CALIFORNIA } ss.  
COUNTY OF SANTA CLARA }

The undersigned, being first duly sworn, deposes and says: That at all times herein after mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to nor interested in the above entitled proceeding, and was at and during all said times and still is the principal clerk of the printer and publisher of the SAN JOSE MERCURY, a newspaper of general circulation printed and published daily (except Sundays) in the city of San Jose in said County of Santa Clara, State of California; that said SAN JOSE MERCURY is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000 and following, of the Government Code of the State of California, and, as provided by said sections, is published for the dissemination of local or telegraphic news and intelligence of a general character, having a bona fide subscription list of paying subscribers, and is not devoted to the interests or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said city of San Jose in said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned, that said notice was set in type not smaller than nonpareil and was preceded with words printed in black-face type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given; that the clipping of which the annexed is a true printed copy was published and printed in said newspaper on the following dates, to-wit:

May 6, 29 and June, 6, 1974

Dated at San Jose, California

this 14th day of June, 1974  
I declare under penalty of perjury that the foregoing is true and correct.

Signed

*Ester Coleman*  
Principal clerk of the printer and publisher of the San Jose Mercury.

1968-ACC-3

PROOF OF PUBLICATION

(2015.5 C.C.P.)

This space is for the County Clark's Filing Stamp

STATE OF CALIFORNIA,

County of Santa Clara

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer

of the VALLEY JOURNAL

Proof of Publication of

Notice of Public Hearing to consider Engineering Design Features for Proposed Improvement of a Portion of Lawrence Expressway

a newspaper published Tue

In the City of  
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State of Calif

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Dated at Pr

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# INVITATION

**You Are Invited to Consider Engineering Design Features for Proposed Improvement of a Portion of Lawrence Expressway**

**LIMITS:**  
Northlawn Dr. and Junipero Serra Freeway (Route 280)

**WHERE:**  
Easterbrook School  
4660 Eastus Drive  
San Jose, California

**WHEN:**  
Tuesday, June 11, 1974  
7:00 PM Review of Displays  
7:30 PM Public Hearings

All interested persons are invited to attend the County of Santa Clara's Public Hearing to consider engineering design features for the proposed improvement of a portion of Lawrence Expressway between the above described limits. Display review will begin at 7:00 p.m. and the hearing will begin at 7:30 p.m. Tuesday evening, June 11, 1974 in the Multi-Use Room of Easterbrook School located in San Jose, California. The hearing is scheduled to afford an opportunity for public participation in consideration of certain design features of the project.

The tentative schedule for acquisition of land for rights of way, if necessary, and improvement of the expressway will be publicly discussed. In addition the "Relocation Assistance Program" will be explained.

Maps and other information are available for inspection at the County of Santa Clara, Department of Public Works, Room 203, 1555 Berger Drive, San Jose, Ca.

Written and oral statements from any interested person or group regarding the proposed improvement will be received at the hearing for entry into the official transcript. Public hearing records will be kept open 10 days after the public hearing until June 21, 1974 during which period letters or statements may be included in the record. These may be mailed to:

**James T. Pott**  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112

**BEGIN PROJECT**

**END PROJECT**

**PUBLIC NOTICE**

# PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA.

County of Santa Clara.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the VALLEY JOURNAL

a newspaper of general circulation, printed and published ... Monday and Friday

This space is for the County Clerk's Filing Stamp

Proof of Publication of

Notice of Public Hearing to consider Engineering Design Features for Proposed Improvement of a Portion of Lawrence Expressway

Paste Clipping of Notice SECURELY In This Space

In the County of Santa Clara

State of California

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NOTICE OF PUBLIC HEARING

**INVITATION**  
You Are Invited to Consider Engineering Design Features for Proposed Improvement of a Portion of Lawrence Expressway

## LIMITS:

Northlawn Dr. and Junipero Serra Freeway (Route 280)

## WHERE:

Easterbrook School  
4660 Eastus Drive  
San Jose, California

## WHEN:

Tuesday, June 11, 1974  
7:00 PM Review of Displays  
7:30 PM Public Hearings

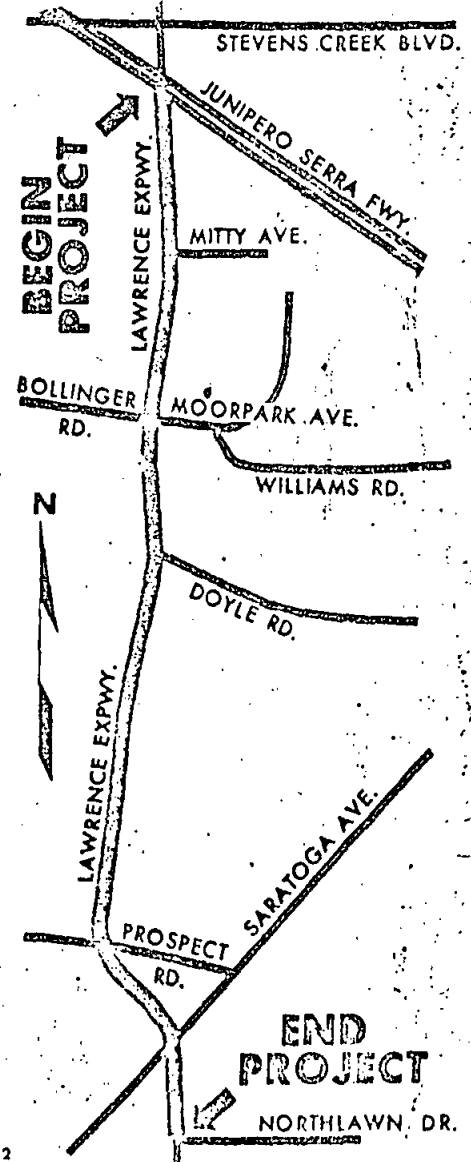
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Written and oral statements from any interested person or group regarding the proposed improvement will be received at the hearing for entry into the official transcript. Public hearing records will be kept open 10 days after the public hearing until June 21, 1974 during which period letters or statements may be included in the record. These may be mailed to:

James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, California 95112



# PROOF OF PUBLICATION

## San Jose Mercury

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA

IN THE

STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

In the matter of the public hearing in regard to  
the Lawrence Expressway

No

STATE OF CALIFORNIA } ss.  
COUNTY OF SANTA CLARA }

The undersigned, being first duly sworn, deposes and says: That at all times herein-after mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to nor interested in the above entitled proceeding; and was at and during all said times and still is the principal clerk of the printer and publisher of the SAN JOSE MERCURY, a newspaper of general circulation printed and published daily (except Sundays) in the city of San Jose in said County of Santa Clara, State of California, that said SAN JOSE MERCURY is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000 and following, of the Government Code of the State of California, and, as provided by said sections, is published for the dissemination of local or telegraphic news and intelligence, of a general character, having a bona fide subscription list of paying subscribers, and is not devoted to the interests or published for the entertainment or instruction of a particular class, profession, trade, calling, race or denomination, or for the entertainment and instruction of any number of such classes, professions, trades, callings, races or denominations; that at all times said newspaper has been established, printed and published in the said city of San Jose in said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned; that said notice was set in type not smaller than nonpareil and was preceded with words printed in black face type not smaller than nonpareil, describing and expressing in general terms, the purport and character of the notice intended to be given; that the clipping of which the annexed is a true printed copy was published and printed in said newspaper on the following dates, to-wit:

August 26, 1974

Dated at San Jose, California

this 26th day of August 1974  
I declare under penalty of perjury that the foregoing is true and correct.

Signed *Esther Coleman*  
Principal clerk of the printer and publisher of the San Jose Mercury.

1968-ACC-3

# PROOF OF PUBLICATION

## SAN JOSE NEWS

750 RIDDER PARK DRIVE  
SAN JOSE, CALIFORNIA

IN THE

STATE OF CALIFORNIA  
COUNTY OF SANTA CLARA

In the matter of the public hearing in regard to  
the Lawrence Expressway

No. ....

STATE OF CALIFORNIA, } ss.  
COUNTY OF SANTA CLARA }

The undersigned, being first duly sworn, deposes and says: That at all times herein-  
after mentioned affiant was and still is a citizen of the United States, over the age of eight-  
teen years, and not a party to nor interested in the above entitled proceeding; and was at  
and during all said times and still is the principal clerk of the printer and publisher of the  
San Jose News, a newspaper of general circulation printed and published daily (except  
Sundays) in the city of San Jose in said County of Santa Clara, State of California, that  
said San Jose News is and was at all times herein mentioned a newspaper of general circu-  
lation as that term is defined by Sections 6000 and following, of the Government Code of  
the State of California, and, as provided by said sections, is published for the dissemina-  
tion of local or telegraphic news and intelligence of a general character, having a bona  
fide subscription list of paying subscribers, and is not devoted to the interests or published  
for the entertainment or instruction of a particular class, profession, trade, calling, race or  
denomination, or for the entertainment and instruction of any number of such classes,  
professions, trades, callings, races or denominations; that at all times said newspaper has  
been established, printed and published in the said city of San Jose in said County and  
State at regular intervals for more than one year preceding the first publication of the no-  
tice herein mentioned; that said notice was set in type not smaller than nonpareil and was  
preceded with words printed in black-face type not smaller than nonpareil, describing and  
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said newspaper on the following dates, to-wit:

August 26, 1974

Dated at San Jose, California

this 26th day of August, 1974  
I declare under penalty of perjury that the foregoing is true and correct.

Signed *Esther Coleman*  
Principal clerk of the printer and publisher of the San Jose News.

1968-ACC-4

6

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO ROUTE 280

E.I.R. PROCESS  
AND HOUSING STUDY

# NOTICE OF INTENT

THIS FORM SERVES AS THE NOTICE OF COMPLETION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT IF A REVIEW IS REQUIRED BY THE STATE LEVEL ON THE ENVIRONMENTAL IMPACT REPORT OR NEGATIVE DECLARATION.

(NOTIFY BOTH)

☒ STATE CLEARINGHOUSE  
OFFICE OF THE GOVERNOR  
OFFICE OF INTERGOVERNMENTAL  
MANAGEMENT  
1400 10TH STREET - ROOM 121  
SACRAMENTO, CALIFORNIA 95814  
(916) 445-0813

☒ METROPOLITAN CLEARINGHOUSE  
ASSOCIATION OF BAY AREA GOVERNMENTS  
HOTEL CLAREMONT  
BERKELEY, CALIFORNIA 94704  
(415) 841-9730

STATE OF CALIFORNIA  
FORM 1GR-1 (3-73)

STATE CLEARINGHOUSE NUMBER (SCH. NO) (1-8)	TRANSACTION (3)
--	-----------------

SEE INSTRUCTIONS ON REVERSE SIDE

01	SPONSOR (OR AGENCY RESPONSIBLE FOR REPORT) (12-45) County of Santa Clara		DIVISION (45-74) Public Works - Engr Design		DATE THIS FORM SUBMITTED (75-80) MO. Mar DAY 19 YEAR 74		
02	PROJECT TITLE (12-71) Lawrence Expressway-Rte 280 to Northlawn Dr.					AGENCY ACTION DATE (SEE INST) (75-80) MO. DAY YEAR	
03	ADDRESS (12-45) 1555 Berger Drive		CITY (46-60) San Jose	COUNTY (61-75) Santa Clara	ZIP CODE (75-81) 95112		
04	CONTACT PERSON (12-36) Lou Montini	TITLE (37-65)		AREA CODE (66-68) 408	PHONE (69-75) 299-2362	EXT. (76-80)	
05	(12-71) PROJECT DESCRIPTION OF NATURE, PURPOSE, BENEFICIARIES Two (2) additional travel lanes will be added to the					ON THESE 6 LINES CAPSULIZE THE PROJECT DESCRIPTION. YOU ARE ENCOURAGED TO ATTACH ADDITIONAL INFORMATION ON THE PROJECT FOR THE BENEFIT OF THE REVIEWER. IF YOU DO, THE STATE CLEARINGHOUSE WILL NEED 25 COPIES OF ANY ATTACHMENTS. PLEASE CHECK WITH THE METROPOLITAN CLEARINGHOUSE FOR THEIR SUBMISSION REQUIREMENTS.	
06	(12-71) existing four (4) lane section between Bollinger Road and						
07	(12-71) Saratoga Avenue. The existing traffic signal equipment						
08	(12-71) will be replaced and upgraded for the seven (7) signalized						
09	(12-71) intersections. Lawrence Expressway is part of the County						
10	(12-71) expressway system						
11	PROJECT LOCATION CITY (12-45) San Jose and Saratoga			PROJECT LOCATION COUNTY (46-79) Santa Clara			
12	FEDERAL FUNDS GRANT (12-20) N/A		MATCHING FUNDS STATE (30-39) 445,944.00		(48-56) OTHER NON-FEDERAL FUNDS N/A	(57-66) TOTAL FUNDS 1,000,000.00	
13	SOURCE OF OTHER FEDERAL FUNDS (12-34) FAS		FED. CATALOG NO. N/A	SOURCE OF STATE MATCH (35-57) Sec. 2200, Streets & Hwy		SOURCE OF OTHER NON-FED. FUNDS (58-80) None	
14	FUNDING AGENCY PROGRAM TITLE (12-80) Sect. 2200 Streets and Highway Code					FEDERAL CATALOG NUMBER None	
15	FUNDING AGENCY NAME (12-45) Calif. Dept. of Transportation			SUB-AGENCY (46-79) District IV			
16	CONGRESSIONAL DISTRICT 17 10		SENATE DISTRICT 13 14		ASSEMBLY DISTRICT 22 24		
17	TYPE OF ACTION: <input checked="" type="checkbox"/> 12 NEW <input type="checkbox"/> 13 MODIFICATION IN CURRENT GRANT - CUR. SCH. NO. (14-21) <input type="checkbox"/> 22 CONTINUATION GRANT SCH. NO. FROM PRE. YR. (23-30) <input type="checkbox"/> 31 RESUBMITTAL IF A PRE APPLICATION - PRE. SCH. NO. (32-39)		PROJECT SUBJECT TO REVIEW UNDER: (CHECK AS MANY AS APPROPRIATE) <input checked="" type="checkbox"/> 58 U.S. OFFICE OF MANAGEMENT AND BUDGET, CIRCULAR A-95 <input type="checkbox"/> 59 MODEL CITIES PLANNED VARIATION <input checked="" type="checkbox"/> 60 NATIONAL ENVIRONMENTAL POLICY ACT <input checked="" type="checkbox"/> 61 CALIFORNIA ENVIRONMENTAL QUALITY ACT <input type="checkbox"/> 62 SUBDIVISION REVIEW (SECTION 11550.1 OF BUSINESS & PROFESSIONS CODE) <input type="checkbox"/> 63 STATE ADMINISTRATIVE MANUAL (SEC. 0911) <input type="checkbox"/> 64 HEALTH RELATED (SEC. 437.5 OF HEALTH AND SAFETY CODE) <input type="checkbox"/> 65 LEASE OF STATE LANDS <input type="checkbox"/> 66 OTHER:			IF PROJECT IS PHYSICAL IN NATURE OR REQUIRES AN ENVIRONMENTAL DOCUMENT, LIST THE U.S. GEOLOGICAL SURVEY QUADRANGLE MAP IN WHICH THE PROJECT IS LOCATED. 1. San Jose West Quadrangle 2. Californian-Santa Clara 3. 7.5 minute series 4. 5.	
	REQUESTED FUND START January 1, 1975 (49-45) FUND DURATION 30 MON - DAY - YEAR (15-48) EST. PROJECT START January 30, 1975 (49-54) EST. PROJECT DURATION 30 MON - DAY - YEAR (55-57)					DOES YOUR AGENCY HAVE A CIVIL RIGHTS AFFIRMATIVE ACTION POLICY AND PLAN? YES <input checked="" type="checkbox"/> 67 NO <input type="checkbox"/> 68 WILL THE PROJECT REQUIRE RELOCATION? YES <input checked="" type="checkbox"/> 69 NO <input type="checkbox"/> 70	
18	IS ENVIRONMENTAL DOCUMENT REVIEW REQUIRED? YES <input type="checkbox"/> 12 NO <input type="checkbox"/> 13 IF YES - <input type="checkbox"/> 14 ENVIRONMENTAL IMPACT STATEMENT (REPORT) ATTACHED <input type="checkbox"/> 15 DRAFT EIR <input type="checkbox"/> 16 FINAL EIR <input checked="" type="checkbox"/> 17 NEGATIVE DECLARATION ATTACHED <input type="checkbox"/> 18 NONE ATTACHED - DOCUMENT WILL BE FORWARDED ON APPROXIMATELY MON DAY YEAR (19-24) IF NO - <input type="checkbox"/> 25 FEDERAL PROGRAM DOES NOT REQUIRE AN ENVIRONMENTAL DOCUMENT <input type="checkbox"/> 26 PROJECT EXEMPT UNDER STATE CATEGORICAL EXEMPTION, CLASS (27-28)						
19	LIST LOCAL, COUNTYWIDE, REGIONAL, STATE OR FEDERAL AGENCIES WITH WHICH COORDINATION HAS BEEN ESTABLISHED. Cities of San Jose and Saratoga California Dept. of Transportation SPONSOR'S PROJECT I.O. NUMBER (OPTIONAL) (12-21)						

*Lou Montini*  
SIGNATURE OF AUTHORIZED REPRESENTATIVE



March 19, 1974

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P. O. Box 7885, Rincon Annex  
San Francisco, California 94120

Attention: Mr. Frank T. White  
City & County Liason Section

Subject: Negative Declaration - Lawrence  
Expressway (FAS 1001) Project

Dear Mr. Lammers:

Enclosed are six (6) copies of Negative Declaration for  
the subject project.

Additional copies of the Negative Declaration are being  
submitted concurrently to:

MTC  
ABAG  
State Clearinghouse  
Cities of San Jose and Saratoga

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

cc: L. Montini

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

March 20, 1974

Association of Bay Area Governments  
Hotel Claremont  
Berkeley, California 94704

Subject: Negative Declaration - Notice of Intent  
Lawrence Expressway - Rt. 280 to Northlawn Drive

Gentlemen:

Enclosed for your review is a copy of Negative Declaration and Notice of Intent for the subject project. Additional copies are being forwarded concurrently to:

MTC  
State Clearinghouse  
Cities of San Jose and Saratoga  
State Department of Transportation, Dist. IV

Comments, if any, should be forwarded to this office on or before May 1, 1974.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

Enclosures

County of Santa Clara  
California

March 20, 1974

Metropolitan Transportation Commission  
Hotel Claremont  
Berkeley, California 94704

Subject: Negative Declaration - Notice of Intent  
Lawrence Expressway - Rt. 280 to Northlawn Drive

Gentlemen:

Enclosed for your review is a copy of the Negative Declaration and Notice of Intent for the subject project. Comments, if any, should be returned to this office by May 1, 1974.

Additional copies are being forwarded to:

State Clearinghouse  
ABAG  
State Department of Transportation, Dist. IV  
Cities of San Jose and Saratoga

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

Enclosure

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

March 20, 1974

State Clearinghouse  
Office of the Governor  
Office of Planning and Research  
1400 10th Street  
Sacramento, California 95814

Subject: Negative Declaration - Notice of Intent  
Lawrence Expressway, Rt. 280 to Northlawn Drive

Gentlemen:

Enclosed is Notice of Intent form, together with 20 copies of Negative Declaration relative to proposed improvement of Lawrence Expressway for distribution by your office.

A public hearing on the project is being scheduled for the very near future; therefore, comments, if any are to be forwarded to this office on or before May 1, 1974.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

Enclosures

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

March 20, 1974

Mr. Ted Tedesco  
City Manager  
City of San Jose  
801 North First Street  
San Jose, California 95110

Attention: Mr. John Hamilton  
Project Management Director

Subject: Negative Declaration - Lawrence Expressway  
Rt. 280 to Northlawn Drive

Dear Mr. Tedesco:

Enclosed is a copy of the Negative Declaration covering the subject project. A public hearing will be scheduled in the near future; therefore, comments, if any, are to be forwarded to this office on or before May 1, 1974.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

Enclosure

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

March 20, 1974

Planning Department  
City of San Jose  
801 North First Street  
San Jose, California 95110

Subject: Negative Declaration - Lawrence Expressway  
Rt. 280 to Northlawn Drive

Gentlemen:

Enclosed is a copy of the Negative Declaration covering the subject project. A public hearing will be scheduled in the near future; therefore, comments, if any, are to be forwarded to this office on or before May 1, 1974.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

Enclosure

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 951

March 20, 1974

Planning Department  
City of Saratoga  
43777 Fruitvale Avenue  
San Jose, California 95070

Subject: Negative Declaration - Lawrence Expressway  
Rt. 280 to Northlawn Drive

Gentlemen:

Enclosed is a copy of the Negative Declaration covering the subject project. A public hearing will be scheduled in the near future; therefore, comments, if any, are to be forwarded to this office on or before May 1, 1974.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Agent

Enclosure



# Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

March 26, 1974

TO: Mr. Lou Montini  
County of Santa Clara  
Public Works - Engineer Design  
1555 Berger Drive  
San Jose, California 95112

FM: Metropolitan Clearinghouse  
Association of Bay Area Governments  
Hotel Claremont  
Berkeley, California 94705

Project: Lawrence Expressway - Rte. 280 to Northlawn Drive

The Association has received your Notice-of-Intent and environmental assessment.

The Association has notified the following affected agencies of your project:

MTC	Sierra Club, Loma Prieta	Los Gatos
BAAPCD	Chapter	Save Our Valley Action Committee
San Jose	City of Santa Clara	Santa Clara Co. Human Relations
Saratoga	Campbell	Commission

We will notify you immediately should any of the agencies notified raise an issue concerning your proposal.

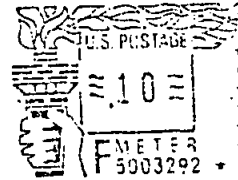
Sincerely,

Waide Egner  
Senior Planner  
Plan & Project Review



**From:**

Office of the Governor  
Office of Planning and Research  
State Clearinghouse  
1400 10th Street  
Sacramento, California 95814



**TO:** Mr. Lou Montini  
1555 Berger Drive  
San Jose, CA 95128

RECEIVED  
PUBLIC WORKS  
APR 2 2 21 PM '74  
COUNTY OF  
SANTA CLARA

**ACTION NOTICE**

Project Notification and Review System  
Office of the Governor

State Clearinghouse Number (SCH) 74040129

**PREAPPLICATION REVIEW**

- ☐ This project was submitted to \_\_\_\_\_ on \_\_\_\_\_  
(FUNDING AGENCY) (DATE)
- ☐ It has been decided that this project will not be submitted for funding.
- ☐ This project and/or funding has changed subsequent to A-95 review. Description of the changes are attached.

**ENVIRONMENTAL REVIEW UNDER CALIFORNIA ENVIRONMENTAL  
QUALITY ACT**

- ☐ The final Environmental Impact Report or Negative Declaration, and the project, have been approved. (Notice of Determination should be forwarded to the Resources Agency.)
- ☐ It has been decided the project will not be carried out.

**ACKNOWLEDGEMENT**  
**Project Notification and Review System**  
**Office of the Governor**

**PROJECT:**

State Clearinghouse Number (SCH) 74040129

The above State Clearinghouse Number must be used on future correspondence with this office and must be brought to the attention of the agency taking action on your project.

Date Received: April 1, 1974

The State review of your project will require 30 days. This card DOES NOT verify compliance with preapplication and/or environmental document review requirements. A letter containing the State's comments or a letter confirming that no comments were generated will be forwarded as soon after the review is completed as possible.

If submittal is under preapplication review requirements, you may not submit the final application until the letter is received.

For Clearinghouse by: Mark E Briggs

OIM 2  
Rev. 11/73  
State of California

**From:**

**TO: Office of the Governor**  
**Office of Planning and Research**  
**State Clearinghouse**  
**1400 10th Street**  
**Sacramento, California 95814**

County of Santa Clara

California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

April 8, 1974

Mr. R. W. Hanley  
Deputy City Manager  
City of San Jose  
801 North First Street  
San Jose, California 95110

Subject: Negative Declaration - Lawrence Expressway  
Route 280 to Northlawn Drive

Dear Mr. Hanley:

Enclosed is a copy of the Negative Declaration covering the subject project. A public hearing will be scheduled in the near future; therefore, comments, if any, are to be forwarded to this office on or before May 15, 1974.

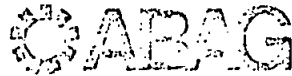
Your name will be added to our present mailing list so that future reports will be mailed to your office in addition to copies being presently sent.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division

Enclosure



## Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

May 2, 1974

TO: Mr. Lou Montini  
County of Santa Clara  
1555 Berger Dr.  
San Jose, California 95112

FM: Metropolitan Clearinghouse  
Association of Bay Area Governments  
Hotel Claremont  
Berkeley, California 94705

Project: Lawrence Expressway - Route 280 to Northlawn Drive

As the Metropolitan Clearinghouse, and in accordance with the procedures of Circular A-95, of the Office of Management and Budget, the Association has notified affected agencies of your project.

We enclose comments received from the City of San Jose.

Circular A-95 (revised 11/13/73) requires that applicants include with the completed application as submitted to the granting Federal Agency:

- "(1) Any comments and recommendations made by or through clearinghouses, along with a statement that such comments have been considered prior to submission of the application; or
- (2) A statement that the procedures outlined in this section have been followed and that no comments or recommendations have been received."

Sincerely,

*Waide Egner.*

Waide Egner  
Senior Planner  
Plan & Project Review

Enclosure



CITY MANAGER

CITY OF SAN JOSE  
CALIFORNIA

April 25, 1974

801 N. FIRST ST.  
SAN JOSE, CA 95110  
TELEPHONE (408) 277-4000

Association of Bay Area Governments  
Claremont Hotel  
Berkeley, California 94705

Attention: Project Review

Gentlemen:

The County of Santa Clara has submitted a "Notice of Intent" concerning its project to improve Lawrence Expressway. Improvements are in line with Lawrence Expressway's designation as a County expressway and will relieve present congestion. The project will require minor alterations to three City parks. Contact between City and County staff has been initiated in order to solve this problem.

Assuming that the park alteration issue will be acceptably resolved, the City of San Jose would like to express general support for this project.

Sincerely,

TED TEDESCO  
City Manager

SRR:EJ:kws

APR 30 1974

## Memorandum

To : Honorable John R. Teerink, Director  
Department of Water Resources  
1416 Ninth Street  
Sacramento, CA 95814

Attention: Mr. Ken Fellows

Date : May 8, 1974

Subject: Lawrence Expressway-  
Rte 280 to Northlawn Dr-  
San Jose/Saratoga  
Santa Clara County  
SCH. No. 74040129

From : Air Resources Board

Based on our review of the data submitted in Santa Clara County's letter of April 18, 1974, and an Environmental Statement Negative Declaration dated March 18, 1974, we have the following comments.

As shown in the data submitted, the change in emissions due to this project will have an insignificant impact on air quality in the project area and in San Jose. However, since this project is one of many now under consideration in this critical air area, the cumulative effect of proposed projects on future air quality in the Bay Area cannot be evaluated with the information provided.

In order to assess a project's relation to the goal of the State's Implementation Plan (SIP), the Air Resources Board needs:

- a) A basinwide transportation plan which includes the specific proposal and which projects meeting the National Ambient Air Quality Standards; or
- b) A regional transportation control strategy that is proposed or is a part of the SIP and its relation, if any, to the proposal being advanced.

In the absence of one of the above or another method which relates the small project to air quality in the basin, we are unable to identify adequately the project's role in achieving and maintaining national standards in the San Francisco Bay Area Air Basin.



William C. Lockett, Chief  
Evaluation and Planning

RECEIVED

MAY 10 1974

Office of Planning &  
Research

California

May 20, 1974

Mr. William C. Lockett, Chief  
Evaluation and Planning  
Air Resources Board  
1025 "P" Street, Room 309  
Sacramento, California 95814

Subject: Lawrence Expressway  
SCH 74040129

Dear Mr. Lockett:

Thank you for your review and comments on the subject project.

The proposed project is consistent with the Regional Transportation Plan adopted by the Metropolitan Transportation Commission (MTC) in June, 1973.

MTC is currently in process of proposing a regional transportation control strategy which includes preferential treatment for buses and high occupancy vehicles (carpools). Lawrence Expressway is one of the local highway facilities in Santa Clara County which is being considered as a candidate for an exclusive bus and carpool lane designation. This is not feasible unless Lawrence Expressway is a six lane facility. Also, it has been demonstrated that free-flowing traffic is less polluting than stop-and-go congested traffic and the proposed project will result in reduced congestion.

We are confident that MTC will keep the Air Resources Board informed of its activities and efforts in the area of regional transportation planning and regional transportation control strategies for achieving the National Ambient Air Quality Standards.

Very truly yours,

JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division



LIBRARY-COURTS BUILDING  
P.O. BOX 2037  
SACRAMENTO, CALIFORNIA 95809  
TELEPHONE (916) 445-2585  
TWX 910-367-3553

June 25, 1974

TO: Mr. Lou Montini  
County of Santa Clara  
Public Works Engr Design  
1555 Berger Drive  
San Jose, CA 95112

FROM: Richard H. Nicoles  
California State Publications Librarian  
Government Publications Section  
California State Library

SUBJECT: Environmental Impact Statement  
Lawrence Expressway-Rte 280 to Northland Dr. Santa Clara  
State Clearinghouse no. 74040129

The Government Publications Section of the State Library has received Notice of Intent for the above project dated April 1, 1974, from the Office of Planning and Research, State Clearinghouse. As of today, however, we have not received a copy of the Environmental Impact Statement submitted by your agency. We would appreciate your cooperation in sending us two copies of the Statement. Please address as follows:

Government Publications Section  
California State Library  
P.O. Box 2037  
Sacramento CA 95809

Please let us know if for some reason the Environmental Impact Statement cannot be sent.

Thank you.



June 27, 1974

Government Publications Section  
California State Library  
P. O. Box 2037  
Sacramento, California 95809

Subject: Environmental Impact Statement  
Lawrence Expressway -Rte. 280 to Northland Dr.  
State Clearinghouse #74040129

Gentlemen:

As per your request of June 25, 1974, we enclose two  
copies of Negative Declaration covering the above project.

Very truly yours,

JAMES T. POTT  
Director

Harold R. Bell  
Real Estate Agent

Encls.

Ext. 4661

July 3, 1974

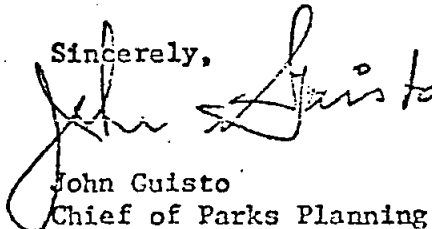
Mr. James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, CA 95112

Dear Mr. Pott:

In receipt of your recommendations to install sound attenuation barriers adjacent to the Expressway and to incorporate a bike route in a portion of Saratoga Creek Park - North.

We are satisfied, in response to roadway improvements on Lawrence Expressway, that adequate mitigation measures will be provided.

Sincerely,

A handwritten signature in dark ink, appearing to read "John Guisto", is written over the typed name and title.

John Guisto  
Chief of Parks Planning  
Parks and Recreation

JG:rk

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

Mr. John Kazubowski  
County Clerk  
County of Santa Clara  
191 North First Street  
San Jose, California

(ENDORSED)  
**FILED**  
AUG 27 1974  
JOHN KAZUBOWSKI, Clerk  
L. DELPIER, Deputy

Subject: Notice of Determination  
Filing of Notice in Compliance with Section  
21000 et seq. of the Public Resources Code

Dear Mr. Kazubowski:

Project Description

Project is located on Lawrence Expressway and consists of improving the Expressway from four (4) to six (6) lanes for a distance of 1.43 miles between Saratoga Avenue and Bollinger Road and the improvement of traffic signals and turn lanes between Northlawn Drive and Junipero Serra Freeway (State Rte. 280). A bicycle lane on the east side of the expressway is also included in the proposed project.

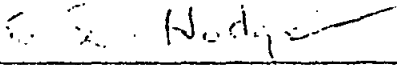
The new travel lanes will be placed within the existing 46-foot-wide median of the expressway.

This is to advise that the County of Santa Clara has made the following determinations regarding the above described project:

1. The project has been approved by the County of Santa Clara.
2. It has been determined that the project will not have a significant adverse effect on the environment.
3. An Environmental Impact Statement (Negative Declaration) has been filed on this project.

Submitted by the Department of Public Works, County of Santa Clara this 27th day of August, 1974.

Approved for Filing: August 27, 1974

  
E. D. Hodge, Manager  
Real Estate Division

ASSOCIATION OF BAY AREA GOVERNMENTS  
EXECUTIVE COMMITTEE REPORT  
GRANT APPLICATION SUMMARY AND RECOMMENDATION

---

PROJECT IDENTIFICATION

Applicant: County of Santa Clara  
Program: Federal-Aid Secondary  
Federal Highway Administration, Department of Transportation  
Project: Lawrence Expressway Widening - from Route 280 to Northlawn  
Drive in the City of San Jose  
Received: March 21, 1974  
Costs: Total Funds \$1,000,000 Grant Request \$445,944  
State Funds \$222,972 Local Funds \$331,084

---

PROJECT DESCRIPTION

Santa Clara County is seeking federal assistance for the following project components:

- 1) construction of two additional travel lanes within the median to the existing four-lane section between Rollinger Road and Saratoga Avenue, approximately 1.43 miles;
- 2) improvement of transition into Quito Road between Saratoga Avenue and Northlawn Drive;
- 3) replacement of traffic signal equipment at six intersections between Saratoga Avenue and Route 280;
- 4) installation of noise attenuation buffering; and
- 5) additional landscaping within the median and within the expressway right-of-way.

---

STAFF COMMENT AND RECOMMENDATION

The City of San Jose has commented on this proposal stating that proposed improvements will relieve present congestion but will require minor alterations to three City parks. The City expresses general support for this project with the understanding that "the park alteration issue will be acceptably resolved" between City and County staff.

In its Negative Declaration, the County stated that this project is necessary because "present-day travel exceeds capacity of the existing four travel lanes. The project will provide smoother traffic flow and provide a means of implementing exclusive bus/car pool lanes during peak commute hours."

The Metropolitan Transportation Commission recently reviewed the County's proposal and concurred that this proposal is compatible with the Regional Transportation Plan. The MTC staff comments, approved by the Commission, however, noted that "existing transit usage of any portion of the Lawrence Expressway is minimal and estimates of vehicles carrying two or more occupants are less than levels that would justify exclusive lanes at this time." In addition, MTC stated that the project's potential for transit usage is difficult to assess since the Santa Clara County Transit District is only operating about one-half of the buses it hopes to have in operation by the end of 1974.

Recognizing the possible future demand for public transit in the Lawrence Expressway corridor, the County has undertaken initial studies regarding the feasibility of implementing exclusive bus/car pool lanes during peak commute hours. Whether or not exclusive bus lane operations are implemented, Lawrence Expressway is planned to be used under a Subscription Commute Mode in which a rider makes a reservation to be transported by bus on the fastest and most direct route to the rider's destination.

The County's Trafficway Element of the General Plan points to Lawrence Expressway as a limited access expressway designed to divert traffic from the core areas of the cities and to reduce travel within residential areas. This is consistent with ABAG's regional planning objective of reducing automobile traffic in central city areas.

Approval of this application is recommended.



# Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

NO. 157 - NOVEMBER 14, 1974 - 7:30 P.M. - HOTEL CLAREMONT, BERKELEY

		RECOMMENDATION
1.	<u>CALL TO ORDER - ROLL CALL</u>	
1.1	Executive Committee Preliminary Agenda	Action
1.2	Executive Committee Summary Minutes 156, 9/19	Action
2.	<u>PROJECT REVIEW</u>	
	See Attachment	Action
3.	<u>RECEIPT OF MINUTES</u>	Receive
3.1	Bay Delta Resource Recovery Board, 9/18, 10/16	
3.2	Joint Policy Committee, 10/2	
3.3	Regional Airport Planning Committee, 9/27, 10/25	
3.4	Regional Home Rule Goals Committee, 9/25	
3.5	Citizen Services Subcommittee, 9/19	
3.6	Regional Planning Committee, 10/2	
3.7	Regional Housing Plan Review Committee, 10/10, 10/25	
4.	<u>REPORTS</u>	
4.1	Regional Planning Committee Reports	
4.1.1	Addition of Regional Transportation Plan (RTP) to ABAG's Regional Plan.	Action
	<i>The RPC conducted a consistency review of the RTP at the November 6 meeting and will report its findings on that review for addition of the RTP as a special plan element of the ABAG Regional Plan.</i>	
4.1.2	RPC Hearing Board Report	Action
	<i>Review of Proposed Redwood Shores Regional Shopping Center</i>	

## RECOMMENDATION

### \*6.1.1 Regional Agencies Meetings on Legislation

Information

*Bay Area regional agencies have met informally at a number of meetings to discuss a council of regional agencies that would work toward agency consolidation and regional planning legislation. A resolution formalizing this effort is being drafted.*

### 6.1.2 ABAG Committee Reorganization

Action

*A consensus report has been developed by chairmen of ABAG's committees on proposed changes in ABAG committee structure; charges to committees; policies on committee formation, structure and membership; and proposed amendments to ABAG's Bylaws needed to implement changes.*

## 6.2 Committee Appointments

### \*6.2.1 Regional Seaport Committee

Action

### 6.2.2 Resolution on addition of BCDC and general aviation representatives to the Regional Airport Planning Committee

Action

### \*6.2.3 Regional Open Space Task Force

Action

## 7. ADMINISTRATIVE MATTERS

### \*7.1 Annual General Assembly Meeting Date

Action

*A proposed date of Thursday, February 27, is being recommended for the next General Assembly meeting.*

### 7.2 Authorize Executive Director to Execute a Contract re: Parking Management Plan.

Action

*Under an \$18,000 third party contract, ABAG will assist MTC in the preparation of a Parking Management Plan. The Plan, required by EPA as part of the Transportation Plan, is to be completed by June, 1975. ABAG's role will be to conduct local involvement workshops to explain the nature of the required plan.*

RECOMMENDATION

- \*7.3 Authorize Executive Director to Execute a Contract with the Bay Area Comprehensive Health Planning Council.

Action

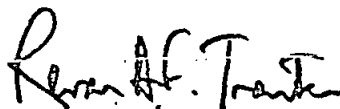
*Under this contract ABAG will receive \$150,000 over 24 months for assisting the Bay Area Comprehensive Health Planning Council in the development of techniques which will better enable health planners (1) to forecast the need for health services and facilities and (2) to measure the accessibility of specific populations to specific health care services. This program will result in substantial improvement and refinement of ABAG's forecasting system. The project is 100% federally funded and is the result of a proposal jointly prepared by ABAG and BACHPC.*

- 7.4 Resolution -74 for Criminal Justice Planning Grant.

Action

*The State Office of Criminal Justice Planning has requested an amended resolution for the 1974 Criminal Justice Planning Grant.*

NEXT MEETING - THURSDAY, DECEMBER 19, 1974 - 7:30 P.M.



Revan A. F. Tranter  
Executive Director

\*to be presented or mailed separately

MANY THANKS TO ALL EXECUTIVE COMMITTEE MEMBERS WHO BROUGHT PACKETS WITH THEM TO THE SEPTEMBER MEETING. IT HELPED US REDUCE PRODUCTION COSTS AND THE DRAIN ON RESOURCES. WE ARE GRATEFUL FOR YOUR CONTINUING HELP -- PLEASE BRING YOUR PACKET IF YOU CAN!



## ATTACHMENTS

### 2.1 Category I

#### 2.1.1 A. Projects Primarily of Local Significance

Alameda County Health Care Service Agency - East  
Oakland Community Mental Health Center  
Alameda County Training Employment Board - Man-  
power Revenue Sharing, & CETA Title II  
Oakland - EEA/PEP  
Bay Area Rapid Transit District - Fremont  
Station Parking Lot Expansion  
California State University, Hayward - Mammal  
Underwater Acoustics  
California State University, Hayward - California  
Civil Preparedness University Extension Program  
California State University, Hayward - Three Projects  
Children's Hospital Medical Center - Hospital  
Addition & Modernization  
Herrick Memorial Hospital - Modernization/Expansion  
Program  
Port of Oakland - Three Projects  
Social Service Bureau of East Bay, Inc. - Meals  
and Supportive Services for Senior Citizens  
Southern Alameda County Headstart Program - Head  
Start Preschool Program  
Contra Costa County - Buchanan Field Airport,  
Reconstruct Runways IL-19R & 14L-32R  
Contra Costa County - Three Projects  
Contra Costa County Oak Road Widening  
Richmond - CETA - Title I  
Catholic Social Service of Marin - Four Projects  
12th Coast Guard District - Transfer of 82.9  
Acres of Land  
San Francisco - Pilot and Toxicity Studies  
San Francisco - Geneva-Ocean-Phelan Avenue  
City and County of San Francisco - Two Projects  
Mission Rebels in Action, Inc. - Mission Rebels  
Senior Citizens Nutrition Program  
San Francisco State University - Two Projects  
Services for Seniors - Satellite Food Service  
San Mateo County - Neighborhood Development  
Program, East Palo Alto, NDP-A-22-1  
San Mateo County Economic Opportunity Commission -  
Senior Citizen Nutrition Project  
Belmont - Three Projects  
Redwood City - Senior Community Representative  
Santa Clara County - Nutrition and Service  
Program for Senior Citizens  
San Jose - La Casa Legal  
Veterans Administration - Blind and Low Vision  
Rehabilitation Center  
Solano County - FAS S-1108(7) on Meridian and  
Fry Roads

Solano County Economic Opportunity Council - Seniors  
Experience Nutritional Improvement Opportunities  
Sonoma County Head Start Council, Inc. - Head  
Start Preschool  
Sonoma Valley County Sanitation District -  
Glen Ellen Collection System  
Santa Rosa - Mendocino Avenue (DeVera Way to  
Fountain Grove Parkway)  
California Employment Development Department - State  
Prime Sponsor for Balance-of-State  
CALTRANS, District 4 - 04-SM-101 0.0/6.6 ; Santa  
Clara County Line to Whipple Avenue  
CALTRANS, District 10 - Roadside Vegetation  
Control Program  
Golden Gate Bridge and Highway Transportation  
District - Radio Communications System  
Health Services Education Council - Continuing/  
In Service Education Television Service  
North Bay PSRO - Peer Review of Utilization  
of Acute Care Facilities

Criminal Justice Projects of Local Significance

Alameda County - Two-Way Radio Communications  
System  
Hayward Police Department - Juvenile Diversion  
Project  
Alameda County Probation Department - Treatment  
Alternatives to Street Crime  
Albany Police Department - Microfilm Records  
System  
Berkeley - Video Assisted In-Service Training  
Program  
Alameda County (EBRPD) - Communications Tape  
Recorder  
Fremont Police Department - Command/Communications  
Central Display  
Livermore Police Department - Microfilm Jacket Filing  
System  
Piedmont Police Department - Communications  
Monitoring System  
San Leandro Police Department - Radio Repeater  
System  
South San Francisco Police Department - Consoli-  
dation of Select Police Services  
Criminal Justice Council of San Mateo County -  
Criminal Justice Information System--Development  
and Implementation Plan  
San Mateo County Superior Court - Criminal  
Research Project  
San Mateo County Human Relations Commission - Com-  
munity Relations Training Program for Criminal  
Justice Personnel  
Santa Clara County Adult Probation Department -  
Differential Diagnosis and Treatment  
Fairfield Police Department - Burglary Prevention

Fairfield Police Department - Research and Planning  
 Vallejo Police Department - Female Patrol Officer Project  
 Rio Vista Police Department - C.L.E.T.S.  
 Sebastopol Police Department - Sebastopol Commercial District Monitoring System  
 City of Sonoma Police Department - Juvenile Delinquency Prevention  
 Social Advocates for Youth, Inc. - Comprehensive Youth Treatment Program  
 California Judicial Council - California State Judicial Information System

2.1.2 B. Projects of Regional Significance - For Information Only Comments Forthcoming

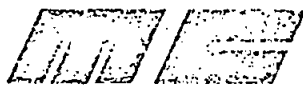
Alameda-Contra Costa Transit District - Two-Year Capital Improvement Grant

2.2 Category II

Grant Application Summary And Recommendation

2.2.1

- (49-74) Santa Clara County - Lawrence Expressway Widening - from Route 280 to Northlawn
- (50-74) Sunnyvale - Sunnyvale Water Pollution Control Plant--Stage 3B Improvements
- (51-74) Rio Vista - Wastewater Facility - 1975 Additions/North Rio Vista Sewer Assessment District - Sewer Project
- (52-74) Airports Commission, City and County of San Francisco - Parking Apron for North Terminal and Extension and Reconstruction of Taxiway "S" and "SS" San Francisco International Airport (SFO ADAP Request No. 8)



## Metropolitan Transportation Commission

November 27, 1974  
W.I. 303.51

Mr. E. D. Hodge, Manager  
Property Division  
Transportation Agency  
County of Santa Clara  
1555 Berger Drive  
San Jose, CA 95112

RE: Lawrence Expressway Widening -- Rte 280 to  
Northlawn Drive in the City of San Jose

Dear Mr. Hodge:

This is to advise that the Metropolitan Transportation Commission has completed its review of the referenced project in accordance with its responsibilities pursuant to the joint ABAG/MTC/Caltrans Memorandum of Understanding and the FHWA IM-50-3-71.

The MTC Staff has formulated comments and found the Lawrence Expressway Widening Project to be compatible with the Regional Transportation Plan. The Commission's Grant Review and Allocations Committee has approved the transmittal to ABAG of Staff Comments on October 9, 1974.

Very truly yours,

N. A. Gage  
Assistant Director

FL:gb

Enclosure:

October 2, 1974  
W. I. 303.31

## STAFF COMMENTS

### I. APPLICATION

Applicant: County of Santa Clara

Project: Lawrence Expressway Widening - from Route 280 to Northlawn Drive in the City of San Jose.

<u>Funding:</u>	Federal (FAS)	\$ 445,944
	State	222,972
	Local	<u>331,084</u>

TOTAL \$1,000,000

### II. PROJECT DESCRIPTION

Santa Clara County proposes to install two travel lanes within the median of Lawrence Expressway between Bollinger Road and Saratoga Avenue (approx. 1.43 miles); improve the transition into Quito Road between Saratoga Avenue and Northlawn Drive; replace traffic-signal equipment at 6 intersections between Saratoga Avenue and Route 280; provide noise attenuation buffering where required; and provide additional landscaping within the median and within the expressway right of way.

### III. STAFF EVALUATION

A. Environmental Evaluation: Negative Declaration

B. Compatibility with the Regional Transportation Plan (RTP). The proposed project is compatible with Section II, Objective B and specifically policy 1.17 of the RTP. The intent of policy 1.17 is to increase the ability of existing highways to move people, services and goods.

- C. Issues: The Application and the Negative Declaration stress that the widening project on the Lawrence Expressway will afford an excellent opportunity to provide reserved travel lanes for bus and car-pool travel during peak commute hours, and a scheduled express bus service during off peak hours. However, existing transit usage of any portion of the Lawrence Expressway is minimal and estimates of vehicles carrying two or more occupants are less than levels that would justify exclusive lanes at this time. Furthermore, there is no indication in the Application of a locally approved coordinated transit plan that would implement future preferential lanes for bus and car-pool users should demand increase sufficiently to make this feasible.

In the absence of either sufficient demand to warrant exclusive lane operation in conjunction with the construction of this project or a locally approved plan for future implementation of preferential lanes, we are unable to identify how this project will significantly reduce dependence on the auto as a transportation mode.

There are indications that the county anticipates that there will be sufficient traffic demands to justify reserved travel lanes for bus and car-pool travel during the commute hours in the future, and the reservation of such lanes would not be feasible without the additional travel lanes included within the proposed project. It is difficult to currently assess existing transit usage of any portion of the Lawrence Expressway considering that the Santa Clara County Transit District is only operating approximately one-half of the buses it anticipates to have in operation by the end of this year and that its subregional transportation plans have not been completed.

The following comments provided by Santa Clara County as a part of its A-95 Application provide an indication of the county's assessment of the need for the proposed project:

"The Trafficway's element of the County's general plan includes a series of limited access expressways designed to divert traffic from the core areas of the cities and to reduce travel within residential areas. Lawrence Expressway is a part of the circulation element in the trafficway's plan. The Santa Clara County Transit District commenced operations on January 1, 1973 with a fleet of approximately 70 buses and carried over

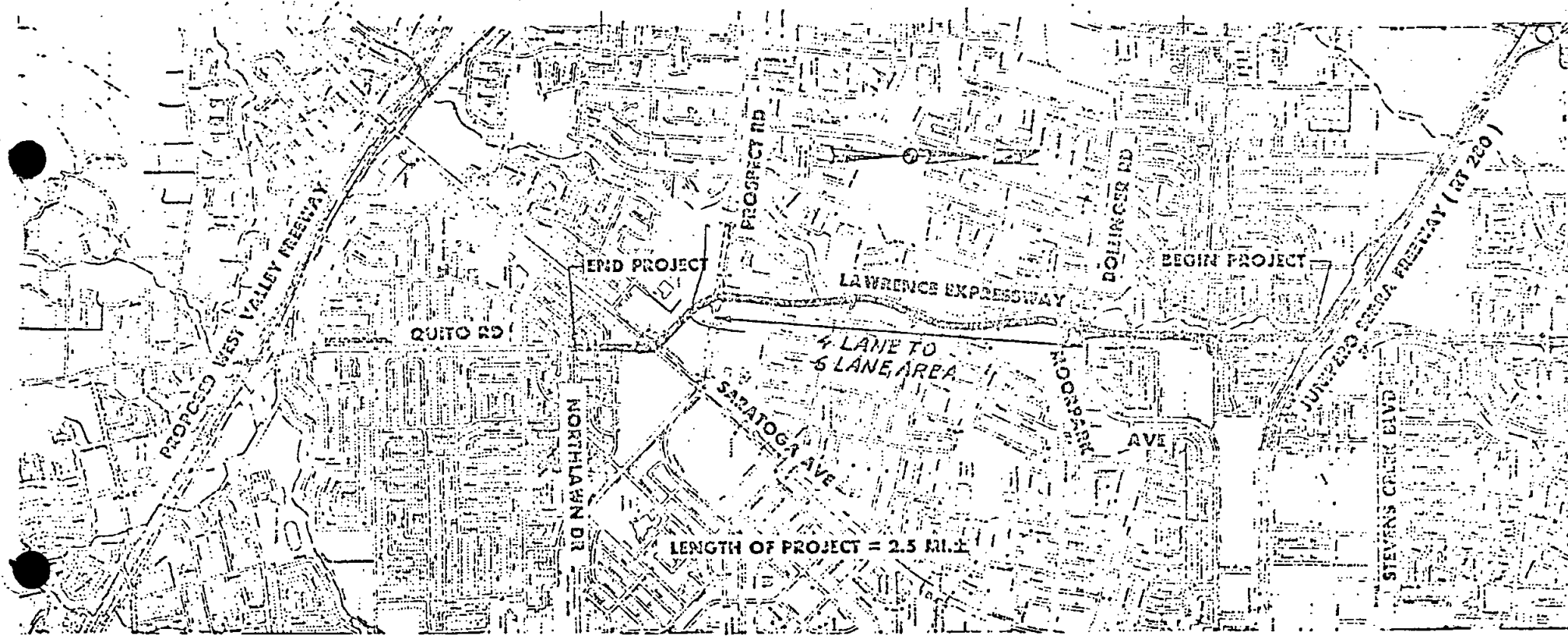
4,320,000 passengers during 1973. The bus fleet will be increased by 134 new buses to be delivered between May and November of 1974, which will enable the District to operate throughout the County. Certain expressways have been designated as arterial bus routes, and others, such as Lawrence Expressway, are planned to be used under a Subscription Commuter Mode (make reservations to be picked up and transported by bus on the fastest and most direct route to the rider's destination). If a large demand for public transit in the Lawrence Expressway Corridor arises, as it well might with the current energy problems, it appears feasible to institute a scheduled peak hour, limited stop, express service on the expressway. Reserved travel lanes for bus and car-pool travel during commute hours are also being considered; however, this plan would not be feasible without the additional travel lanes. The Transit District's long-range plan includes a goal of carrying 30% of all trips on transit. Should this goal be achieved with buses only, an exclusive bus lane would eventually be needed on most major arterials and expressways. A long-range transportation alternative which has just been undertaken for study is the Rapid Transit Development Program (RTDP). This study is to develop the characteristics, type, and general alignment of any fixed guideway systems in Santa Clara County."

Assuming that traffic generates on a scale anticipated by the County, and the County Subregional Transportation Plan provides for the inclusion of Lawrence Expressway as an important circulation element in the County Trafficways Plan, the proposed project could be found to be compatible with the RTP.

#### IV. STAFF RECOMMENDATION

Approval of Staff Comments for transmittal to ABAG.

100-400





DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P.O. BOX 7885, RINCON ANNEX

SAN FRANCISCO, CA 94120



June 17, 1974

O4-SCL-1001-CB  
SM-1001 (1)  
Lawrence Expressway

Mr. James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, CA 95112

Attention: Theodore A. Cicoletti  
Project Engineer

Dear Mr. Pott:

Attached is a copy of the approved Negative Declaration for your proposed FAS Project on Lawrence Expressway from Northlawn Drive to Junipero Serra Freeway (State Highway Route 280). Please submit copies of the approved Negative Declaration to the appropriate review agencies as required in Section J, Chapter 6.01 of the Local Assistance Liaison Manual.

Very truly yours,

T. R. LAMMERS  
District Director

BY

A handwritten signature in cursive script, appearing to read 'G. Stan Magowan'.

G. STAN MAGOWAN  
Asst. City and County  
Liaison Engineer

Attachment

Environmental Statement  
Negative Declaration  
By  
County of Santa Clara

Pursuant to: California Environmental Quality Act of 1970,  
as amended 1972; National Environmental  
Policy Act of 1969.

Project Identification  
04-SC1-1001-CR  
SU-1001 (1)  
Lawrence Expressway

1. Location and Description of Project

The proposed project is located on Lawrence Expressway. Lawrence Expressway is located between Northlawn Drive and Mountain View-Alviso Road (State Route 237).

The project consists of the improvement of Lawrence Expressway from four (4) lanes to six (6) lanes for a distance of 1.43 miles between Saratoga Avenue and Bollinger Road and the improvement of traffic signals and turn lanes between Northlawn Drive and Junipero Serra Freeway (State Route 280). A bicycle path on the east side of the expressway is also included in the proposed project.

The Relinquishment Agreement for Lawrence Expressway between the County of Santa Clara and City of San Jose ends at Northlawn Drive. The access control construction of Lawrence Expressway ends at Saratoga Avenue. The County of Santa Clara has no plans for the improvement of Quito Road south of Northlawn Drive. The City of San Jose has Quito Road future width lined for a 90-foot right of way, which is a four lane street. At this time there are no plans to widen Quito Road.

The new travel lanes will be placed within the existing 46 foot wide median of the expressway. The proposed cross section (see Exhibit "D") provides for a minimum 134 feet of right of way. Face of curb to right of way line is 12 feet. The median will be 22 feet which will provide ample room for left-turn storage lanes. Striping will provide three 12 foot travel lanes plus an 8 foot emergency parking shoulder. No parking is otherwise allowed on the expressway.

The terrain is classified as flat. The existing speed limit is 45 mph. The cross slope percentage and superelevation will conform to prevailing design practice.

The remainder of Lawrence Expressway contains six (6) travel lanes.

See Exhibit "A" for project limits.

## 2. Environmental Impacts

### (a) Socio/Economic

Additional land required for right of way purposes consists of approximately 0.867 acres. One parcel containing a single family residence will be acquired in its entirety, and the owner will be required to relocate. The assessed value of land and improvements for tax purposes, on the parcel is \$8,020. Taxes on the parcel for 1973-74 were \$729.30. Any future taxes on this parcel will be cancelled when it is acquired by the County for public use.

The public will benefit from reduced vehicular congestion, and since the travel route leads to large industrial employment centers there is a potential for increased use of public transit which could make more feasible a scheduled peak hour express bus service in reserved peak hour - peak direction travel lanes. The use of transit on this facility would reduce present day dependence upon the automobile for travel purposes.

There is an ever increasing demand by some County residents for bicycle paths, and studies are being conducted at the County and Cities level to provide a system of bikeways in the urban areas. The bicycle path proposed for inclusion in the project will be of benefit to any system of bikeways that may be installed in the area of the project.

Prior land development in the study area has consumed approximately 95 percent of the land area, and the value of land and improvements in the area are not expected to change as a direct result of the project.

The study area for this report extends from Interstate Route 280 south to the route of the proposed freeway (Rt. 85) and between Miller Avenue and Saratoga Avenue.

### (b) Noise

Noise measurements taken on Lawrence Expressway generally show that existing noise levels are approximately at the 70 dBA - L<sub>10</sub> level at a distance of 100 feet from the nearest travel lane. Predictions of future traffic noise are somewhat higher than the existing noise levels with or without the widening (see attached table) due to an anticipated increase in traffic volume. The widening of the Expressway has no significant impact on traffic noise due to the fact that the traffic lanes to be added are within the existing median area and therefore vehicles will not be any closer to the adjacent land than they are

May 17, 1974

SEGMENT	Existing ADT	Future* ADT	Existing Noise	Future Noise (Without Widening)	Future Noise (With Widening)
RTE 280 TO BOLLINGER Nearest Home = 80 feet	44,000	44,000	75 dBA	77dBA	77 dBA
BOLLINGER TO PROSPECT Nearest Home = 85 feet	26,000	34,000	68 <sup>+</sup> - 2dBA @ 100 Feet	77 dBA	76 dBA
PROSPECT TO SARATOGA assume development @ 100 feet	20,000	27,000	67 ± 3 dBA	75 dBA	74 dBA
SARATOGA TO NORTHLAWN	17,000	24,000		50 feet 78 dBA 100 feet 74 dBA	50 feet 77 dBA 100 feet 73 dBA

\* includes 15% diversion to  
Mass Transportation

at the present time. The addition of the two proposed lanes will in fact slightly reduce traffic noise due to the fact that the widening will allow traffic, specifically trucks, to travel at somewhat higher speeds during peak traffic hours. Where traffic noise exceeds the 70 dBA-L10 standard in the three noise sensitive areas, noise walls will be installed. Specific locations have been identified and are shown on Exhibit B.

(c) Air Quality

With projected increases in vehicle miles traveled per day for the years 1974 and 1985, calculations show decreasing emissions of pollutants from autos.

The results of the air quality impact for this project are summarized below. The predicted daily quantities of the various pollutants are based upon consideration of peak hour travel, off-peak travel, a 15% diversion of travel by multi-occupancy vehicles by the year 1985, and no diversion of travel trips.

Year	Co	No-X	Organics	Particulates
1974	2.09480 tons	0.26896 tons	0.26812 tons	0.02452 tons
No Diversion				
1985	0.41876 tons	0.05299 tons	0.05333 tons	0.03801 tons
With Diversion				
1985	0.35638 tons	0.04511 tons	0.04540 tons	0.03234 tons

Note: See letter from Air Resources Board which advises there will be no significant impact. Also see Exhibit C for copy of analysis.

(d) Aesthetics

The view from and of the roadway will not be adversely affected. The existing median is sparsely landscaped. As part of the project some of the existing landscape (flowers) within the median will require removal, and a row of large olive trees along Quito Road in the Saratoga Avenue - Northlawn Drive section will be relocated along the new right of way line and upon a parcel of land being acquired by the County which will be excess to right of way requirements. In addition, supplemental landscaping will be provided within the existing right of way to enhance aesthetic values.

(e) Water Quality

Existing storm drainage facilities within the expressway carry storm water runoff. There will be no change as a result of this project.

3. Unavoidable Environmental Effects

Approximately 0.867 acres of land will be acquired from private ownerships, and future property tax revenues generated by the land being acquired will be eliminated.

One family will require relocation by reason of the land acquisition.

With or without the installation of two additional travel lanes the L10 noise levels are expected to increase due to projected increases in vehicular traffic. Two residential areas and a linear park along the expressway are affected.

The Park Department of City of San Jose has advised that surveillance of park activities is oftentimes made from the expressway, and an earthen mound or noise wall constructed the full length of the park would hinder observation of park activities.

During the construction period dust and gaseous emissions from construction equipment are likely to increase to some degree for a short period. Noise from construction equipment is also expected to increase ambient noise levels above acceptable standards for a short period of time, and any roadway construction tends to inconvenience drivers for the short term during the construction period.

4. Mitigation Measures Proposed to Minimize the Impact

A noise attenuation wall will be constructed in the right of way to reduce the peak hour noise impact for the two affected residential areas below the L10 level of 70 dBA. The City of San Jose Park Department has agreed to the installation of a noise wall adjacent to the City park in those areas where picnic tables are in close proximity to the expressway. The specific locations are shown in Exhibit B.

Contract specifications require the road contractor to provide water and watering equipment for the alleviation of dust, and the contractor must comply with all air pollution control rules, regulations and ordinances of the Bay Area Air Pollution Control District. Limiting the hours of work on the planned improvement to daylight hours, and minimizing the amount of on-site equipment that is running at any one time and installation of the noise attenuation buffering during the initial stage of the project will help mitigate construction noise.

The one family required to relocate will receive relocation assistance in accordance with existing Federal, State and County regulations covering these matters. A housing availability study for the relocation shows there are no competing projects creating housing needs which will affect displacement in the project area, and there is sufficient housing available in the area for relocation of this family.

## 5. Project Alternatives

Since the expressway is an existing major transportation facility the only feasible alternatives appear to be:

### (a) Do Nothing

Under this alternative the expressway would remain as a four lane facility. Congestion, which is a present day problem, could be expected to continue and the problem would no doubt be compounded if travel trips increase as projected for future years. Past experience, however, shows that traffic will increase on a roadway up to a point where faster travel times can be obtained on alternate routes. Existing alternate routes at this time means traveling circuitous city streets to reach the major employment areas in the northern portion of the County, or using city streets to bypass the heavily congested area of the expressway and return to the expressway at some point where congestion on the 6 lane portions of the route are less severe.

The emission of carbon monoxide and hydrocarbons from an auto today are to some degree dependent upon route speed. These emissions decrease as the average route speed increases, therefore, increased congestion with slower route speeds will tend to increase these auto oriented pollutants.

### (b) Provide Exclusive Bus and Car Pool Lanes

Another alternative is to provide exclusive bus and car pool lanes.

There are two basic philosophies that can be applied as consideration for installing an exclusive lane. They are as follows:

- 1.) There are an existing number of car pools and buses on the roadway that would sufficiently utilize an exclusive lane and would experience significant travel time savings.
- 2.) It is anticipated that the implementation of an exclusive lane would encourage the formation of car pools and transit ridership to a degree where the exclusive lane would carry a significant number of vehicles.



In order that an exclusive lane be sufficiently utilized on a 6-lane expressway it should carry between 20% and 30% of the peak hour directional traffic. Studies show that on Lawrence Expressway there are currently approximately 15% of the vehicles carrying two or more occupants. Therefore, in order to implement exclusive lanes there should be at least an additional 5% of the vehicles converted to car pools or transit. The incentive for a motorist to utilize an exclusive lane includes several factors. One of the key factors, however, is travel time that will be saved by utilizing the exclusive lane. In order to anticipate probable time savings, existing travel time delay studies on Lawrence Expressway were reviewed for a four mile, six lane section between Pruneridge and Duane. While the existing AM northbound peak hour traffic requires approximately 10 minutes travel time between these limits, it is anticipated that exclusive lane traffic would travel this distance in approximately 6 minutes as was experienced by the 1970 traffic. This 4 minute travel time savings assumes that the number of vehicles in the two non-exclusive lanes remain constant with the remaining vehicles carrying two or more occupants (22% single occupant vehicles convert to double occupancy) utilizing the exclusive lane. While a 4 minute time savings may not appear significant, this is a 40% time savings and may well provide the inducement to convert to car pools especially if longer distances are involved where exclusive lanes are provided.

6. The Relationship Between Local Short-Term  
Uses of Man's Environment and the Maintenance  
and Enhancement of Long-Term Productivity

The project involves for the most part the modification of an existing transportation facility to more adequately serve the needs of a highly mobil population by reducing traffic congestion. The long term effects of the project involves additional commitment of land and material for transportation purposes, and while implementation of exclusive bus/car pool lanes could encourage formation of car pools and increase ridership on buses, the local jurisdiction with the police power (city in which the expressway lies) must adopt the resolution/ordinance that would allow installation of exclusive travel lanes, and the enforcement officers of the cities would be performing the enforcement that is necessary to keep the lanes exclusive. The long term cost for such law enforcement is unknown at this time.

The reason for constructing the project at this time is to reduce present day auto congestion and improve the level of service within this major transportation corridor; and to provide the necessary capacity for preferential treatment for the multi-occupant vehicle.

7. Any Irreversible Environmental Changes Which Would Be Involved In The Proposed Action Should It Be Implemented

The major change involves the acquisition of land presently used for residential purposes and converting its use to one for transportation. This alteration of use would be considered an irreversible commitment since land once committed to public use for transportation purposes will, in most cases, never return to its former residential usage.

Other resources, such as oil, gravel, and paving material, would be committed to the project. Estimated quantities of these resources are: Rock 28,813 tons, oil for paving material 1,831 tons, and about 23,000 lineal feet of concrete curb and gutter.

8. The Growth Inducing Impact of the Proposed Action

Within and near the project area the expressway is bounded by, or passes through, six\* U. S. Census Tracts containing a total of 3,812 acres, and according to the 1970 U. S. Census the population in the six tracts in 1970 was 45,215. Of the total gross land area (1967 data) 490 acres were remaining in agricultural use and the remainder was devoted to residential, commercial/industrial, recreation and other uses.

A review of aerial photos, and observation on the ground shows there may be approximately 5 percent of the gross land area remaining that could be developed. The undeveloped parcels are scattered and no large parcels exist. Any future development of the remaining land area is not expected to occur as a direct result of the proposed project, therefore, the addition of two travel lanes will not have a significant impact upon growth.

9. Basis For Negative Declaration

The proposed project is not considered to have a significant adverse effect upon the environment because:

- 1.) Noise quality will be improved by installation of noise walls for those areas in close proximity to the expressway.
- 2.) The project will not have a significant impact upon air quality in the project area and in San Jose.
- 3.) The proposed bicycle path will enhance non-auto travel.
- 4.) Implementing preferential travel lanes for bus/car pool travel during peak hour travel will be more feasible. A four lane facility precludes this type of system.

\* U.S. Census Tracts No. 5062.01, 5062.02, 5074.01, 5074.02, 5079.02, 5080.02

- 5.) Additional land required for right of way purposes is minimal.
- 6.) There is adequate decent, safe and sanitary replacement housing available for the one family displaced by the project.

10. Attachments

Air Resources Board Letter & County Response

Exhibit A - Project Limits Map

Exhibit B - Areas Planned For Noise Buffering

Exhibit C - Air Quality Computer Print Out

Exhibit D - Typical Section

Exhibit E - Land Use Map (City of San Jose General Plan)

Approval Recommended:

E. S. Hodge

Real Estate Division, Department of Public Works

March 22, 1979  
Date

Approved:

\_\_\_\_\_  
Department of Transportation - Division 04

\_\_\_\_\_  
Date

Concur:

\_\_\_\_\_  
Signature of FHWA Reviewing Officer

\_\_\_\_\_  
Date

# Memorandum

Honorable John R. Teerink, Director  
Department of Water Resources  
1416 Ninth Street  
Sacramento, CA 95814

Date : May 8, 1974.

Subject: Lawrence Expressway-  
Rte 280 to Northlawn Dr-  
San Jose/Saratoga  
Santa Clara County  
SCH. No. 74040129

Attention: Mr. Ken Fellows

om : Air Resources Board

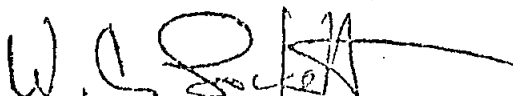
Based on our review of the data submitted in Santa Clara County's letter of April 18, 1974, and an Environmental Statement Negative Declaration dated March 18, 1974, we have the following comments.

As shown in the data submitted, the change in emissions due to this project will have an insignificant impact on air quality in the project area and in San Jose. However, since this project is one of many now under consideration in this critical air area, the cumulative effect of proposed projects on future air quality in the Bay Area cannot be evaluated with the information provided.

In order to assess a project's relation to the goal of the State's Implementation Plan (SIP), the Air Resources Board needs:

- a) A basinwide transportation plan which includes the specific proposal and which projects meeting the National Ambient Air Quality Standards; or
- b) A regional transportation control strategy that is proposed or is a part of the SIP and its relation, if any, to the proposal being advanced.

In the absence of one of the above or another method which relates the small project to air quality in the basin, we are unable to identify adequately the project's role in achieving and maintaining national standards in the San Francisco Bay Area Air Basin.



William C. Lockett, Chief  
Evaluation and Planning

May 20, 1974

Mr. William C. Lockett, Chief  
Evaluation and Planning  
Air Resources Board  
1025 "P" Street, Room 309  
Sacramento, California 95814

Subject: Lawrence Expressway  
SCH 74040129

Dear Mr. Lockett:

Thank you for your review and comments on the subject project.

The proposed project is consistent with the Regional Transportation Plan adopted by the Metropolitan Transportation Commission (MTC) in June, 1973.

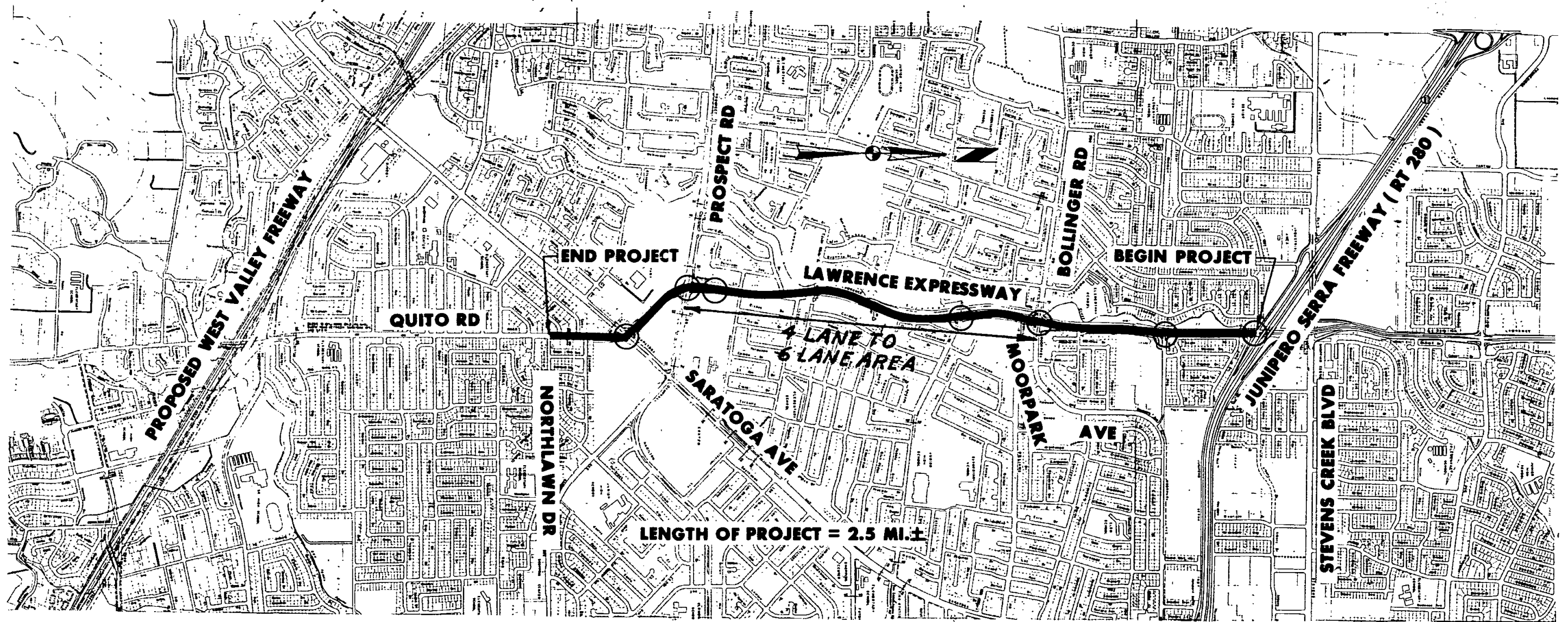
MTC is currently in process of proposing a regional transportation control strategy which includes preferential treatment for buses and high occupancy vehicles (carpools). Lawrence Expressway is one of the local highway facilities in Santa Clara County which is being considered as a candidate for an exclusive bus and carpool lane designation. This is not feasible unless Lawrence Expressway is a six lane facility. Also, it has been demonstrated that free-flowing traffic is less polluting than stop-and-go congested traffic and the proposed project will result in reduced congestion.

We are confident that MTC will keep the Air Resources Board informed of its activities and efforts in the area of regional transportation planning and regional transportation control strategies for achieving the National Ambient Air Quality Standards.

Very truly yours,

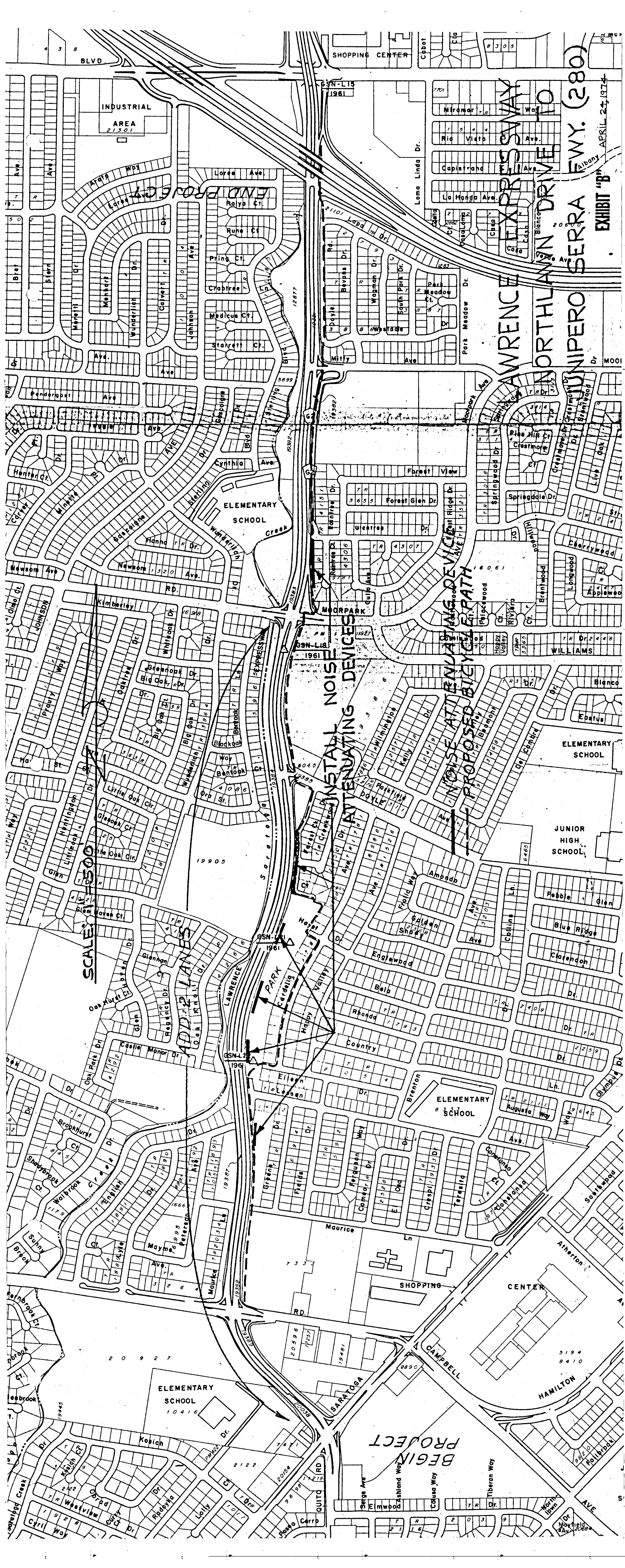
JAMES T. POTT  
Director

E. D. Hodge, Manager  
Real Estate Division



○ SIGNALIZATION MODIFICATION





SCALE: 1"=500'

ADD 2 LANE

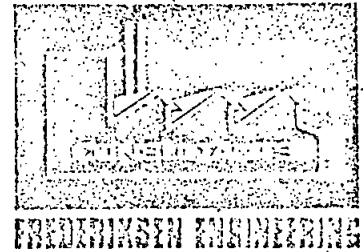
INSTALL NOISE DEVICES  
ATTENUATING DEVICES

NOISE ATTENUATING DEVICES  
PROPOSED BICYCLE PATH

SERRA FWY. (280)

EXHIBIT "B"

APRIL 24, 1974



J-705

HOW THE EMISSION FACTORS WERE OBTAINED

1. CO emission factors - from Tables 6, 7, 12 and 13 of Ref. (1)
2. HC emission factors- from Tables 6, 7, 12 and 13 of Ref. (1)
3. Particulate emission factors- from Tables 3.1.2-8 and 3.1.4-4 of Ref. (2)
4. NO<sub>x</sub> followed the sample calculation on p. 57 of Ref. (1) using NO<sub>x</sub> data instead of CO as follows:
  - a) Emission Std. were obtained from Table II, p. 23 of Ref. (1)
  - b) Mileage and % distribution of total vehicle miles were obtained from Table 4, p. 16 of Ref. (1)
  - c) Deterioration factors were obtained from Table 3.1.2-6 of Ref. (2)

REFERENCES

1. Motor Vehicle Emission Factors for Estimates of Highway Impact on Air Quality  
State of California Department of Public Works Division of Highways Materials and Research Department April 1972
2. Compilation of Air Pollutant Emission Factors - U.S. Environmental Protection Agency, April 1973

EXHIBIT "C"



## LAWRENCE EXPRESSWAY WIDENING

J-705

BOLLINGER TO PROSPECT, 1.18 MILES - PEAK 4 HOURS 19.6 MPH-CITY

AVERAGE SPEED 19.60 MPH

PERCENT HWY DTY VEHICLES 5.00

YEAR	1974	1975	1983	1985	0
MILES IN FOUR HOURS	12272.	15104.	13380.	16048.	0.

CO	0.74864	0.76820	0.14733	0.12523	0.00000	TONS IN FOUR HOURS
NO-X	0.08140	0.10173	0.01606	0.01365	0.00000	TONS IN FOUR HOU
ORGANICS	0.09847	0.09967	0.01792	0.01523	0.00000	TONS IN FOUR HOU
PARTICULATES	0.00744	0.00916	0.01146	0.00974	0.00000	TONS IN FOUR HOU

BOLLINGER TO PROSPECT, 1.18 MILES - NON-PEAK

22.7 MPH-FREEWAY

AVERAGE SPEED 22.70 MPH

PERCENT HWY DTY VEHICLES 5.00

YEAR	1974	1975	1983	1985	0
MILES IN TWENTY HOUR	18880.	22700.	26792.	24638.	0.

CO	0.33876	0.29096	0.17510	0.14984	0.00000	TONS IN TWENTY HR
NO-X	0.12523	0.15289	0.02447	0.02076	0.00000	TONS IN TWENTY H
ORGANICS	0.10547	0.10297	0.02319	0.01485	0.00000	TONS IN TWENTY H
PARTICULATES	0.01146	0.01378	0.01747	0.01495	0.00000	TONS IN TWENTY H

LAWRENCE EXPRESSWAY WIDENING

J-705

PROSPECT TO SARATOGA, 0.25 MILES - PEAK 4 HOURS 19.6 MPH-CITY

AVERAGE SPEED 19.60MPH PERCENT HWY-DLY VEHICLES 5.00

YEAR	1974	1975	1985	0
MILES IN FOUR HOURS	2000.	2000.	3200.	2700.
	0.			0.

CO	0.12200	0.10172	0.02497	0.02106	0.00000	TONS IN FOUR HOURS
NO-X	0.01326	0.01347	0.00272	0.00229	0.00000	TONS IN FOUR HOU
ORGANICS	0.01624	0.01350	0.00303	0.00256	0.00000	TONS IN FOUR HOU
PARTICULATES	0.00121	0.00121	0.00194	0.00163	0.00000	TONS IN FOUR HOU

PROSPECT TO SARATOGA, 0.25 MILES - NON-PEAK

22.7 MPH-FREEMAY

AVERAGE SPEED 22.70 MPH PERCENT HWY-DLY VEHICLES 5.00

YEAR	1974	1975	1985	0
MILES IN TWENTY HOUR	3100.	3750.	4900.	4050.
	0.			0.

CO	0.13772	0.14718	0.02980	0.02465	0.00000	TONS IN TWENTY HR
NO-X	0.02056	0.02525	0.00416	0.00344	0.00000	TONS IN TWENTY H
ORGANICS	0.01731	0.01701	0.00394	0.00326	0.00000	TONS IN TWENTY H
PARTICULATES	0.00188	0.00227	0.00297	0.00245	0.00000	TONS IN TWENTY H

## LAWRENCE EXPRESSWAY WIDENING

J-705

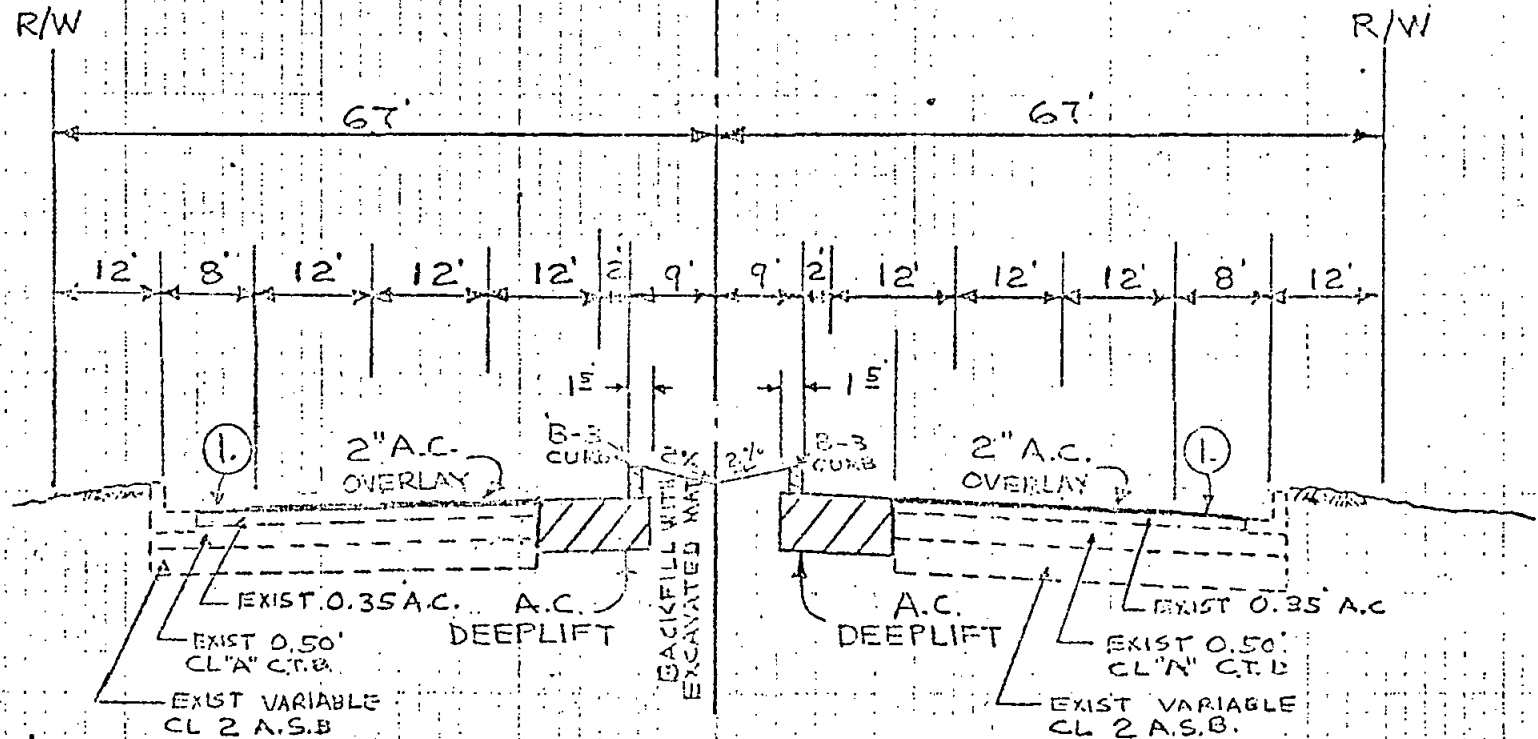
SARATOSA TO NORTHLAWN, 0.25 MILES - PEAK &amp; NON-PEAK, 19.6 MPH-CITY

AVERAGE SPEED 19.60 MPH PERCENT HVY DTY VEHICLES 0.00

YEAR	1974	1975	1985	1985	0	
MILES IN ONE DAY	4250.	5250.	7000.	6000.	0.	
CO	0.24768	0.25230	0.04156	0.03562	0.00000	TONS IN ONE DAY
NO-X	0.02851	0.03607	0.00556	0.00477	0.00000	TONS IN ONE DAY
ORGANICS	0.03026	0.03028	0.00525	0.00450	0.00000	TONS IN ONE DAY
PARTICULATES	0.00253	0.00312	0.00417	0.00357	0.00000	TONS IN ONE DAY

NOTE:

- ① FEATHER OVERLAY SECTION IN SHOULDER AREA FROM 2" TO 0" AT LIP.



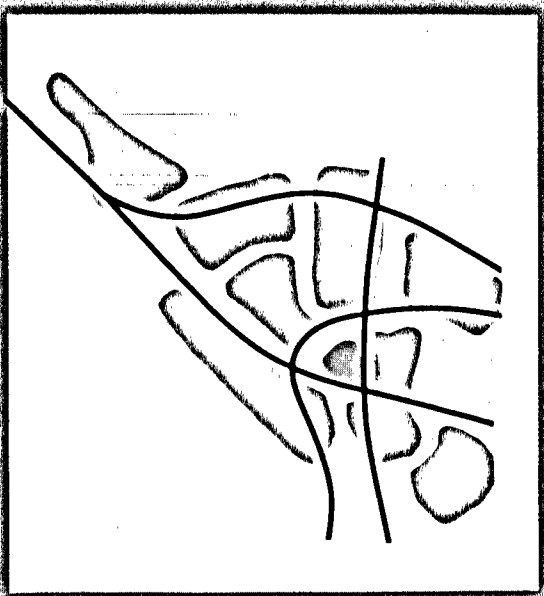
TYPICAL SECTION

LAWRENCE EXPRESSWAY

FROM SARATOGA AVE. TO BOLINGER RD.

EXHIBIT "D"





San Jose, California

AS AMENDED — 1971

1966-2070

PLAN:

GENERAL

THE

## HISTORY

Founded as a grain-farming and cattle-raising community, San Jose has undergone major changes in its role as a city. In 1864, when the railroad was completed to San Jose and rail shipment replaced barges from Alviso, the city became the Valley's trade and financial center. Near the turn of the century, orchards replaced cattle ranches in much of Santa Clara Valley, and the canning, packing, and drying industry centered in San Jose. Since World War II, houses have been replacing the orchards, and the city is becoming the office, manufacturing, and cultural center of the South Bay.

These major shifts have been accompanied by the problems of changing economic emphasis and rapid population growth — in particular a five-fold increase in San Jose's population since 1960. Upon San Jose's pioneering past and the Valley's natural excellence, the General Plan provides a guide for the future.

## REGIONAL SIGNIFICANCE

With a population surpassing 460,000 persons and an area of 140 square miles, San Jose has become the southern focus of urbanization in the San Francisco Bay Area. Population in the San Jose Metropolitan Area has increased from 10% of the San Francisco Bay Area total in 1960 to 23% in 1970 while manufacturing employment has risen to over one-third of the Bay Area total. Total value of all construction in 1970 in the San Jose area surpassed Alameda and San Francisco Counties combined for the same year.

It is expected that Santa Clara County and the City of San Jose will continue to have a progressively greater portion of the total future urban growth within the San Francisco Bay Area. The potential for future leadership in the Bay Area Community places upon Santa Clara County and the City of San Jose great responsibility for effecting comprehensive integration of the rapid urban development in the South Bay Area with that of the total San Francisco Bay Area.

## SUMMARY OF GOALS OF THE SAN JOSE GENERAL PLAN

The purpose of the General Plan is to serve as a guide for arriving at decisions on public and private actions which will result in a constantly improving urban environment. The Plan presents studies of the following elements and establishes goals with related recommendations for their achievement:

- POPULATION, POPULATION DENSITY, BUILDING INTENSITY** — To anticipate the community-wide impact of changes in population density and building intensity.
- LAND USE** — To allocate the use of land in a manner that will provide the best possible physical environment in which to live.
- RESIDENTIAL AREAS** — To designate residential areas and their distribution to encourage the best possible environment for living, and to relate these residential areas to existing and proposed public facilities necessary for the well-being of the people.
- COMMERCIAL AREAS** — To designate the logical locations of land areas for varied commercial uses to insure accessibility and accessibility and to best relate these uses to that they may serve community needs for such services.

**THE METROPOLITAN CORE** — To establish a metropolitan core to provide the top-level business, finance, specialized commercial activities, educational and cultural needs of the San Jose Metropolitan Area.

**INDUSTRIAL AREAS** — To designate the logical allocation of land for varied industrial uses with optimum accessibility and to best relate these uses to the needs of the people in the area.

**CIRCULATION** — To provide a circulation plan which is effective, efficient, and safe, which is guided by the goals directing land use patterns, and which provides total integration of all inter-related modes of transportation and circulation systems.

**RECREATION** — To develop a park and recreation system that will meet the leisure time demands and needs of all age groups in San Jose, and to preserve open space for the satisfaction and enjoyment of future generations.

**PUBLIC SERVICES AND FACILITIES** — To maintain a coordinated plan for public services, facilities and buildings providing optimum service to the health, safety, cultural, and educational needs of the people in an expanding urban area.

**PUBLIC BUILDINGS** — To protect and maintain an adequate inventory of public buildings for the conduct of government and essential public services, located with optimum accessibility and designed to establish an example of structural excellence for aesthetic urban design.

**COMMUNITY DESIGN** — To maintain the highest possible standards in physical development by encouraging the cooperation of all groups and agencies, public and private, which have responsibility in the urban building process.

**URBAN REDEVELOPMENT** — To maintain a continuing program of community renewal directed toward the elimination of blight and deterioration in all its forms within the total urban pattern.

## ASSUMPTIONS OF THE GENERAL PLAN

These assumptions are stated in order to enable the people of San Jose to understand why certain proposals and recommendations have been made and to assist them in evaluating the Plan. Therefore, it is assumed:

- That favorable climate, undeveloped land, and economic and educational opportunities will continue to attract immigration into the San Jose Metropolitan Area;
- That, in conformity with the urban development policy, the corporate limits of the City of San Jose will continue to expand through additional annexations into areas not influenced by adjacent communities;
- That San Jose will remain the central city of the South Bay urban area and will be, with the cities of San Francisco and Oakland, one of the principal centers of the San Francisco Bay Region;
- That Federal policies supporting and encouraging urban development through programs in redevelopment, transportation facilities, residential construction insurance and home ownership loans, will continue, and the City of San Jose will participate;
- That residential development in the outlying new areas will be predominately low-density, single-family homes and that high-density apartment living will increasingly become the mode of residence in the core area;
- That a major inter-city vehicular circulation system will be constructed for the entire San Francisco Bay Area and that access to San Jose's major industrial and airport facilities will be fully integrated therewith.



## PRINCIPAL CONCEPTS

FIVE PRINCIPAL CONCEPTS REGARDING THE PHYSICAL DEVELOPMENT OF SAN JOSE ARE INHERENT IN THE GOALS AND RECOMMENDATIONS OF THE GENERAL PLAN AND IN RECOGNIZED POLICY OF THE PRESENT CITY COUNCIL. THESE CONCEPTS CONCERN:

- EXTENT OF THE CITY** — The policy of the City Council regarding the extent of the city is the prime determinant for general physical planning. The General Plan envisions the city encompassing an area of some 340 square miles of the north valley floor and the surrounding hills. Also inherent in this concept of size is an assumption regarding continued migration of industry and people to the San Jose area in practically undiminished rates for the foreseeable future. Basic Council policy has been and is expected to continue as follows:
  - (a) Continued expansion of the city limits on the valley floor and surrounding hills until reaching the boundary of another city or a limiting topographical feature by encouraging voluntary annexation and the extension of the necessary services of sewers, storm drains, and roads.
  - (b) Planning and zoning reserves of land for industry, commerce, and residences in various areas ensure choice in location and acreage for development of living and working areas.
  - (c) Progressive programming of capital improvements in order to implement planning goals of providing high levels of public service.
  - (d) Consolidation through annexation of competing and overlapping public jurisdictions for increased service and economic efficiency.

**FORM OF THE CITY** — Many factors combine to create the present form of San Jose and to influence its future form. These factors are generally related to the contemporary value system of the inhabitants and immigrants of the San Jose area and of the legislators the people elect to represent them. The present value system that relates to the desirability of each man owning his own home on his own parcel of ground is the predominant theme that appears to run throughout all the policies — public and private — that tend to create the present low density — low intensity way of living in San Jose.

The development of San Jose's working areas follows a similar low density — low intensity pattern of industrial sites of large acreage rigidly segregated from residential uses. A concentration of industry to the north of the city determines to a great extent the location and projected form of land use and circulation. Nuclei of industrial uses projected along Monterey Highway extended south will somewhat alter the existing pattern into a linear pattern of working areas extended north and south on a central axis through the San Jose Metropolitan Area. The circulation system serving the land use activities is the dominant element that ties the area together, the basic pattern consisting of a system

transfers; public facilities such as schools, shopping, and recreation; vehicular circulation; a trial system for hiking and riding; and substantial commitments of permanent open space. Such plans for particular planning areas may be higher than one dwelling unit per five acres, without a commitment as to where such higher densities may be located. Such plans would be reviewed in accordance with the policies for annexation and development.

**COMMERCIAL** — San Jose's commercial areas provide goods and services to residents and to people throughout most of Santa Clara County. It is important that these areas be efficient and prosperous since commerce is a major source of revenue and is necessary to San Jose's growth. The General Plan designates three levels or types of commercial areas:

**REGIONAL** — The regional commercial center is oriented to a large segment of the metropolitan area. The total site area of these centers generally ranges from 75 to 125 acres and the market area approximates 100,000 to 400,000 persons or fifteen to twenty neighborhoods. Major department stores are generally the line generators with the specialty shops complementing.

**COMMUNITY** — The community commercial center is limited in scope and is located so as to serve a market area of approximately 20,000 to 150,000 persons from four to six neighborhoods. Site area standards of 10 to 40 acres have been set upon the basis of one-half acre of land per one thousand people. The junior department store and a super market are the primary generators in this type of center.

**NEIGHBORHOOD** — The neighborhood commercial center is the smallest of the retail shopping centers. Its function is to provide convenience goods and personal services to a population of from 7,000 to 20,000 persons. Using the same area standard as the district approach, the PD project may include a mix of single-family and multiple-family dwelling units as well as certain non-residential land uses.

The City Council has adopted a policy on interpretation of the proposed residential area standard of one dwelling unit per five acres for the hillside areas. This policy is as follows:

The density for one dwelling unit per five acres is not intended to discourage any owner or developer of a large tract of land from submitting a plan of outstanding quality; said plan may include where appropriate one or more of the following elements: community or neighborhood development, a variety of housing types; provisions for density

future metropolitan transportation systems, including the airport, supports the continued development of commercial, office and financial, educational, cultural, convention, entertainment and residential activities. A separate study has developed a plan for future growth and revitalization of the Core Area in the context of the San Jose Metropolitan Area.

**INDUSTRIAL** — Industrial development is vital to the continued healthy growth of San Jose. New jobs must be provided for our young and expanding labor force, to increase the tax base on which the city must rely to meet its responsibilities, and to consume our locally produced goods and services.

The major aspect of the General Plan with relation to industry is to ensure that adequate, well located land is available for industrial growth. Prime sites for industry must be evaluated with respect to physical suitability, availability of utilities, accessibility to freeways, railroads, and air terminals and compatibility with surrounding land uses.

## CIRCULATION ELEMENT

The primary objective of the Circulation Element is to provide a balanced relationship between the use of land and the attendant circulation which the land uses generate, coordinated with type and speed of transportation desired. Efficiency in the movement of traffic is directly related to the capacity of the facilities which channel and control the traffic. The gradation of movement is exemplified by a recognized hierarchy of vehicular circulation facilities which begins with the local streets and works up to the freeway facility by way of the secondary street, major street, parkway and expressway.

The local street has as its prime purpose the providing of access to abutting property. Through traffic must be diverted.

The secondary street is the common collector and distributor within a community. This facility collects through traffic at or near its point of origin and distributes through traffic at or near its point of destination.

The major street is an arterial highway with access by intersections at grade, and offers direct access to abutting property. This facility allows the movement of through traffic from one local area to another.

The parkway is a special facility provided for non-comm-

of radial and circumferential freeways, expressways, and major streets. To further tie the area together the General Plan proposes a system of parks, parkways and greenways that is basically pedestrian in scale rather than vehicular in approach.

**MOBILITY** — Reducing the costs and effects of friction in movement is a major policy commitment of the city in its efforts to create desirable and amenable living and working areas in San Jose. Therefore, mobility is a major concept of the General Plan, and increasing the opportunity for movement is a clearly recognized objective supported and implemented by an array of policies — local, state, and federal. The travails of commuting from one community to another to work, live, or seek out culture, education and recreation is a problem that local government in San Jose realizes must be approached on a regional basis. Funds to plan and construct freeways and expressways surmount local financial capabilities; and policy determined at county, state and federal levels influences city action.

Policy and future action is strongly oriented to the automobile as the chief mode of individual transport and to the truck as the prime mover of goods and services. However, the expressed goal is a comprehensive and well integrated city-wide and regional transit system. The future transit demands of the San Jose Metropolitan Area will necessitate eventual full integration with the presently developing rapid transit system emerging in the northern San Francisco Bay Counties. Initial mass transit improvements will use rubber-tired vehicles on existing streets. The next stage of mass transit will incorporate new hardware on a separate right-of-way and will serve as a feeder system for the regional rapid transit network.

**URBAN CORE OF THE CITY** — The General Plan recommends the improvement and enhancement of the core area of San Jose in order that it may better serve the city and the South Bay Area. The renewal and redevelopment of the core area is a vital element in the sound economic well-being of the city. Solutions to the problems of congestion, blight, declining property values and vacant buildings are being evolved. The city, through its legislators, has committed itself to achieving a satisfactory and realistic answer to the problems. In addition to financial and specialized retail activities, the core area will become the major cultural, convention and entertainment center of the South Bay Area — a core recognition of San Jose's role as one of the three metropolitan centers of the Bay Area.

## RECREATION ELEMENT

While San Jose has many fine recreational facilities with which to serve the leisure time needs of its citizens today, concerted action will be required to maintain an adequate park and recreation program for the future. With an anticipated doubling of our population in the next 10 to 15 years, a shorter work week, longer vacations and holidays, and more income — new and expanded parks, playgrounds, and community centers will be even more necessary. Planning efforts directed toward anticipating the City's future recreation needs must be oriented toward the amounts, size and location of recreation facilities and areas. The National Recreation and Park Association suggests an overall minimum standard of 10 acres of urban park and recreation area for each 1,000 persons in city. The figure represents the aggregate of all land available for recreational purposes. This does not mean that every neighborhood or planning area would necessarily meet the overall standard. Some areas of the city would be higher, others less, but the cumulative total would be 10 acres per 1,000 persons.

The General Plan is concerned with the number and type of park facilities as well as their proper location. The Plan proposes policy, principles and standards for the expansion of existing park and recreational facilities and the development of new ones.

## PUBLIC BUILDINGS AND SERVICES

The need for public buildings (schools, fire stations, libraries, etc.) is a constant. Coordination of school site locations with school districts, strengthening of library programs, location and building of fire stations — these as well as others are among the numerous types of services and facilities which citizens may all too frequently take for granted. The General Plan emphasizes the absolute need for such facilities and urges a continued evaluation and inventory for expansion, maintenance, and design.

## URBAN REDEVELOPMENT

Urban redevelopment is concerned with the removal and prevention of blight. The renewal of properties is a continuous process. Once a structure has passed into a stage of deterioration where renewal or redevelopment costs rise above the productive ability of the property, individual renewal efforts become increasingly difficult. San Jose is aware of the costs of blight in fire, crime, social decay, and tax losses, and has assumed the responsibility for supplementing private renewal efforts when necessary.

## IMPLEMENTING THE GENERAL PLAN

If the San Jose General Plan is to be realized, it must be actively used and carried out. It will not automatically implement itself.

There are a number of basic tools available to government that may be employed to carry out the plan. One of the most decisive tools is the City's Capital Improvement Program. This is the device by which government can program and develop the public facilities proposed in the Plan. Simply stated, the Capital Improvement Program establishes a priority list of the public improvements; these in part include streets, sewers, storm drains, bridges, parks, libraries, and fire stations. Costs are estimated, financing identified, and a schedule is provided for project completion. This list is reviewed and revised on a

yearly basis under provisions of the City Charter. The Capital Improvement Program also functions as an aid to the public in understanding the major problems faced by their legislators, commissioners and staff in providing for the needs and demands of an expanding population and economy.

The basic regulatory tools used to carry out the policies of the General Plan are the zoning ordinance, the subdivision regulations and the official plan lines map. These are essentially development regulations that impose certain controls on the individual.

**ZONING ORDINANCE** — This ordinance basically governs the use of land. It determines the type of use; the arrangement of buildings on the land; and the intensity of use or the density of living or working population; and the necessary facilities required, such as off-street parking standards. The purpose of the ordinance is to legally and specifically define and provide for implementation of the land uses generally proposed in the General Plan.

**SUBDIVISION REGULATIONS** — These regulations are the local laws that define the specific standards by which land may be divided. The laying out of new streets and building lot lines; the required site improvements of sewers, water mains, street improvements; and the reservation of school and park sites are detailed in the ordinance. The regulations aid in protecting natural drainage facilities, providing good building sites and ensuring safe street design, all in accordance with the policies expressed in the San Jose General Plan.

**OFFICIAL PLAN LINES** — Plan line maps are drawn and adopted in accordance with the major streets and highways element of the General Plan. These plans establish building setback and right of way lines on major streets, reserving the area for future acquisition and widening. In much the same sense, the City's codes pertaining to building, housing, fire and sanitation are essential to achieving the goals expressed in the Plan.

**URBAN DEVELOPMENT POLICY** — The Urban Development Policy seeks to assure that future development will occur in such a manner as to provide efficient and economical public services and to maximize the utilization of existing and proposed public facilities. The Urban Development Policy is concerned with the staging of future growth.

The original Urban Development Policy was adopted by the

City Council October 19, 1970. The policy is reviewed annually in order to assure that the policies reflect continuing changes in growth trends and capital facilities. The Policy was amended April 10, 1972. The Urban Development Policy and the related Annexation Policy are hereby declared to be a separate and distinct element of the City's policy.

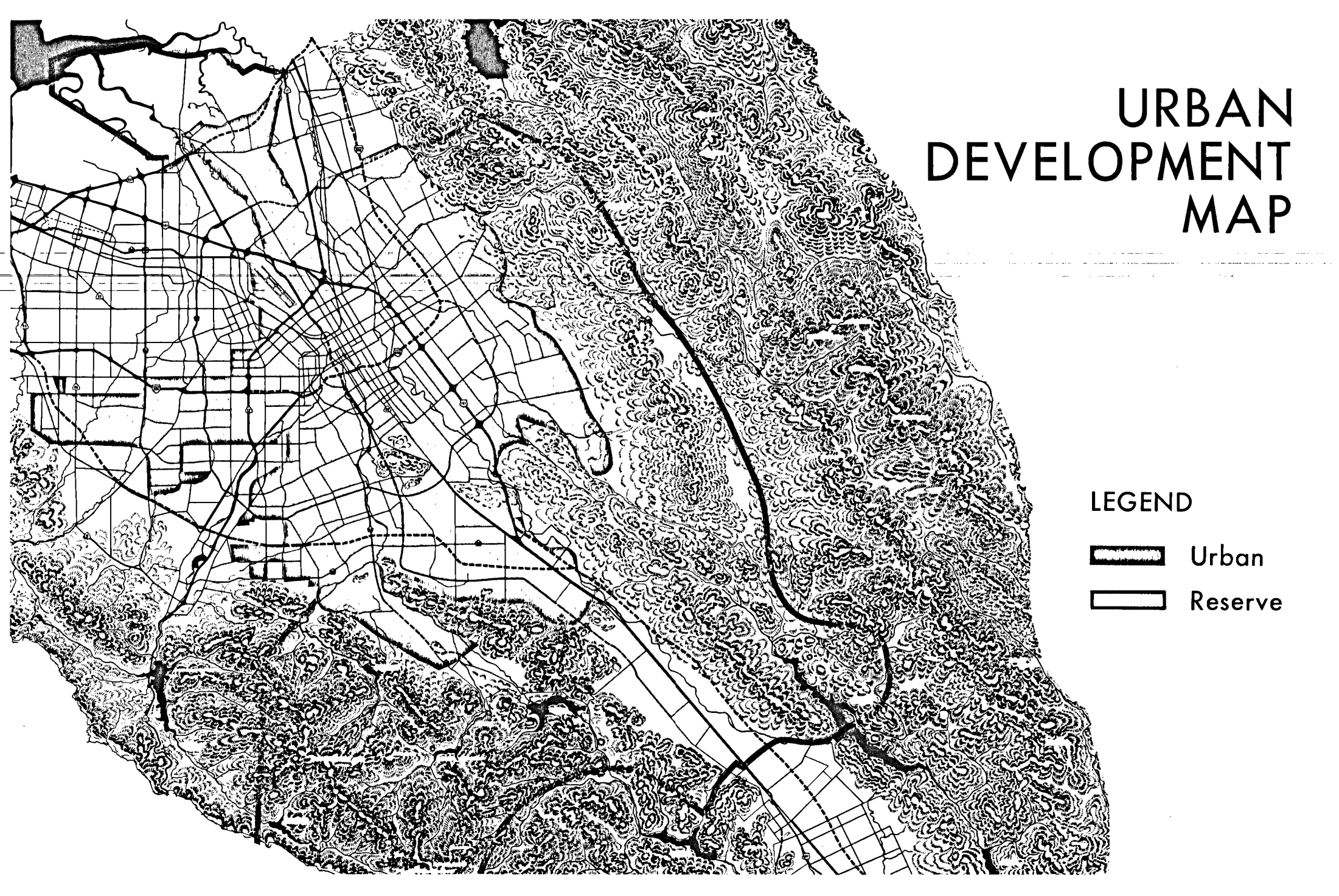
The density for one dwelling unit per five acres is not intended to discourage any owner or developer of a large tract of land from submitting a plan of outstanding quality; said plan may include where appropriate one or more of the following elements: community or neighborhood development, a variety of housing types; provisions for density

The Urban Reserve generally consists of areas which are not readily accessible to utility extensions and where development of community facilities is not programmed. These areas generally contain no urban development and are generally not required for urbanization in the next 15 year period. A portion of the urban reserve includes permanent open space consisting of publicly owned lands and lands where development is permanently prohibited for reasons of public health, welfare and safety. Areas indicated as urban reserve are considered non-urban areas. No development should be permitted in most cases. Exceptions may be considered after report by the City Manager to the Council only if development is considered to be of outstanding quality or if the existing or future urban environment and the development meets the urban transition criteria described below.

The Urban Development Policy includes an urban transition process intended to provide a planned expansion of the urban area. The process describes a series of criteria to be used to determine whether properties mapped as urban reserve should be considered for development. The urban transition process requires that the City Manager report to the Council on development proposals in the urban reserve to determine whether the property meets stated transition criteria as well as an assessment of the economic and other community benefits of the proposal. The transition criteria require the property to be:

- (1) located on or near the urban edge;
- (2) adjacent to existing development;
- (3) generally served by existing or proposed facilities or services.

Areas meeting these criteria would be considered for development.

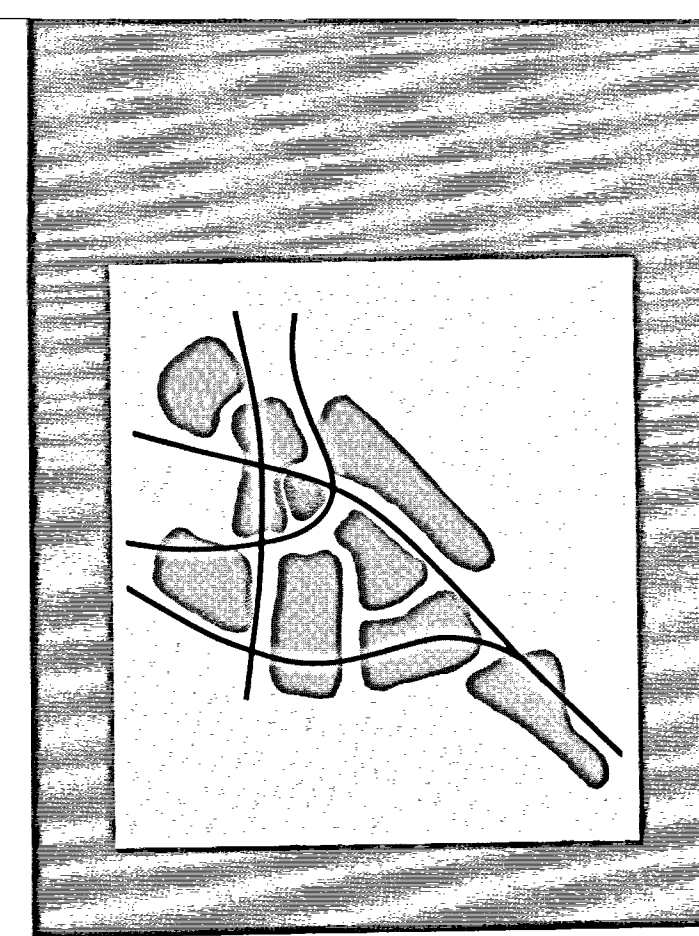


## URBAN DEVELOPMENT MAP

### LEGEND

- Urban
- Reserve

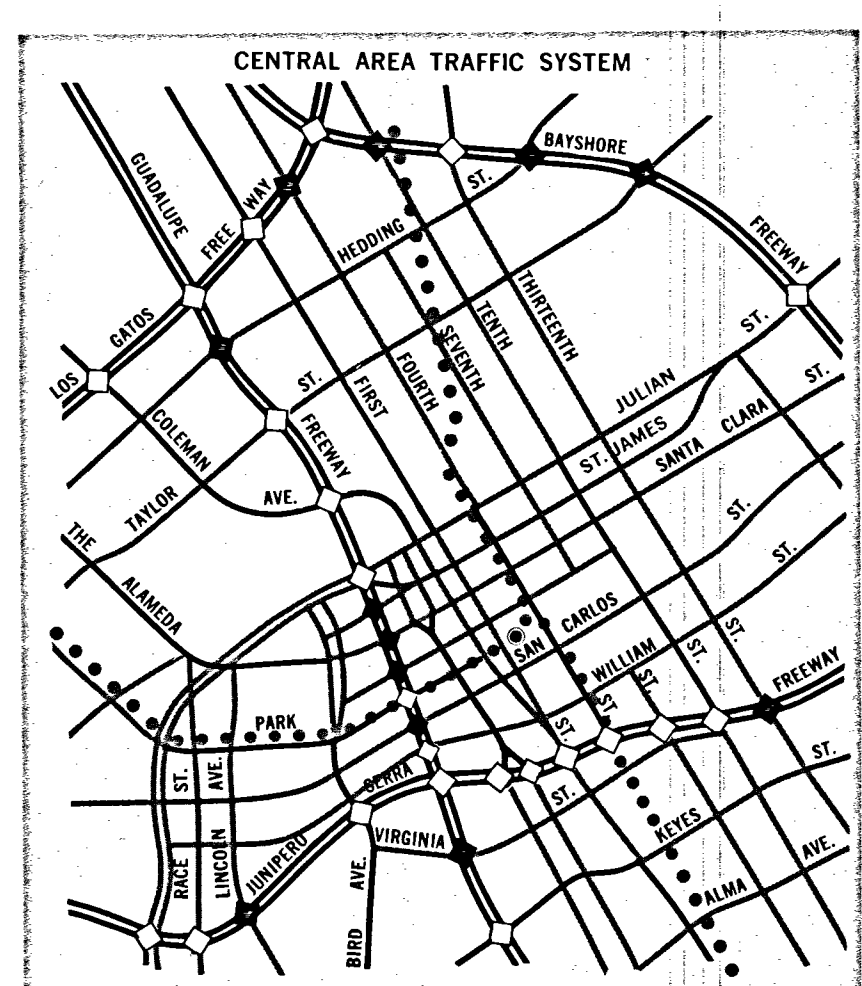




# THE GENERAL PLAN 1966-2010

San Jose, California  
AS AMENDED — 1971

LEGEND			
(Density shown is the average dwelling units per net acre; Net Acre is defined in text portion of this map.)			
RESIDENTIAL		0 - .19 VERY LOW	5 - 7.9 MEDIUM LOW
		.2 - 4.9 LOW	8 - 17.9 MEDIUM HIGH
			18 - 41.9 HIGH
			42 - 62 VERY HIGH
COMMERCIAL		CORE AREA	REGIONAL SHOPPING CENTER
		STRIP COMMERCIAL	COMMUNITY SHOPPING CENTER
		PROFESSIONAL AND OFFICE COMMERCIAL	NEIGHBORHOOD SHOPPING CENTER
INDUSTRIAL		LIGHT	HEAVY
			INDUSTRIAL PARK
PUBLIC FACILITIES		PUBLIC AND QUASI-PUBLIC	
		PARKS AND OPEN SPACE	WATER
CIRCULATION		FREEWAY	6-LANE MAJOR STREET
		EXPRESSWAY	4-LANE MAJOR STREET
			RAPID TRANSIT
		SEPARATION	INTERCHANGE





**RELOCATION ASSISTANCE SURVEY  
RIGHT OF WAY STAGE**

**LAWRENCE EXPRESSWAY  
BETWEEN BOLLINGER RD & NORTHLAWN DR**



**James T. Pott, Director**

**COUNTY OF SANTA CLARA  
PROJECT #2558  
FAS 1001**

**PREPARED BY  
THE EVALUATION SECTION  
DEPARTMENT OF PUBLIC WORKS  
COUNTY OF SANTA CLARA**

County of Santa Clara  
Department of Public Works

Right of Way Stage  
Relocation Assistance Survey

Lawrence Expressway  
Bollinger Road to Northlawn Drive  
Project 2558  
FAS 1001

Prepared by:

H. C. Duncan  
Environmental and Economic  
Evaluation Section  
Real Estate Division  
County of Santa Clara



Data Sheet  
and  
Summary of Recommendations

Project Limits & Type

Covers the installation of two travel lanes within the median of Lawrence Expressway between Bollinger Road and Saratoga Avenue; improve the transition into Quito Road between Saratoga Avenue and Northlawn Drive; replace traffic signal equipment at 6 intersections between Saratoga Avenue and Route 280 together with noise attenuating buffering where required; and provide additional landscaping in median and right of way.

Magnitude of Displacement

<u>Living Units Affected</u>	<u>Eligible</u>	<u>Non-Eligible</u>
Single Family Residence		
Owner occupied	1	0
Tenant occupied	$\frac{0}{1}$	$\frac{0}{0}$
Non residential units	0	
Replacement period	6 months	
Estimated lead time required	6 months	

Recommendations

	<u>Yes</u>	<u>No</u>
No re rent policy	X	
Last resort housing		X
Field Office required		X

### Summary of Conclusions

Following is a brief summary of conclusions reached as a result of this study, together with a summarized relocation plan.

#### A. Single Family Units

There will be adequate single-family houses available for sale within the price range needed to properly relocate the one family involved within the six month period.

## Table of Contents

Purpose of Study.....	1
Location and Description of Project.....	3
Description of Property Affected and Characteristics of People in Right of Way.....	3
Displacement Data.....	5
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Relocation Plan.....	10
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## Appendix

Tables

Map of Project

Map of Relocation Area

Housing Survey Questionnaire

I. Purpose of Study

The Housing Availability Study is required by the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970.

The purpose of this Study is to determine the following relative to proposed construction on Lawrence Expressway at the corner of Elmwood Drive, City of San Jose, County of Santa Clara.

1. The housing needs of residential occupants and households to be displaced by the project;
2. Whether adequate replacement housing is available to satisfy the housing needs of displacees;
3. What relocation difficulties may be encountered;
4. What procedures may be recommended to offset these difficulties; and
5. A plan for satisfactory completion of the relocation of all residential occupants.

The requirements this study must consider are outlined and detailed in U.S. Department of Transportation Federal Highway Administration Policy and Procedure Memorandum 81-1, dated November 22, 1972. That directive describes the FHWA policy that no person will be required to relocate due to a proposed construction project until replacement housing has been made available to him which meets the following standards and must be:

1. Decent, safe and sanitary,
2. Be fair housing, open to all persons regardless of race, color, religion or national origin and consistent with requirements outlined in Title VIII of the Civil Rights Act of 1968,
3. Located in an area no less desirable than that area affected by the proposed construction as related to public and commercial facilities, general accessibility to the displaced place of employment and in an equal or better neighborhood,
4. Within the financial means of the displacee.

### Location and Description of Project

Santa Clara County proposes to install two travel lanes within the median of Lawrence Expressway between Bollinger Road and Saratoga Avenue (approximately 1.43 miles); improve the transition into Quito Road between Saratoga Avenue and Northlawn Drive; replace traffic-signal equipment at 6 intersections between Saratoga Avenue and Route 280; provide noise attenuation buffering where required; and provide additional landscaping within the median and within the expressway right of way.

## II. Description of Property Affected and Characteristics of People in Right of Way

### General Limits of Relocation Area

The area selected for relocation purposes lies within 2 miles of present residence and will result in a minimum disruption of occupants who will be able to continue to enjoy the same schools and other amenities as they now have.

### A General Description and Boundaries of Community

The property covered in this study lies within the city limits of the City of San Jose and the City of Saratoga. City of San Jose has a population of 459,913 and houses 41.9% of the County of Santa Clara population of 1,066,932 according to 1970 census figures.

The City of Saratoga lies immediately to the West and is bounded in the East by Quito Road.

The City of Saratoga was incorporated in 1956 and covers an area of approximately 11 square miles. Their population at the time of U.S. Census in 1970 was 27, 110 or 2.5% of total County of Santa Clara population.

Campbell Union High School District supports 8 high schools and 1 continuation high school covering this area, and the Moreland School District has 15 elementary schools in its system. Parochial schools are available. San Jose State University and West Valley Community College are both within easy commute distance.

Transportation services are available along Saratoga Avenue and are provided by Santa Clara County Transit District.

There are many and varied community facilities available within the studied area including theaters, parks, playgrounds, churches, banks, Savings & Loan institutions and large shopping centers.

The area surrounding the site has no manufacturing or industrial uses, but is confined to residential and commercial improvements.

### III. Displacement Data

This section provides information concerning the housing to be displaced and the displacees to be relocated from housing.

#### A. Housing to be Acquired

The project will require one dwelling unit, which is a 7 room single-family dwelling. Neighborhood property values generally range from \$35,000.00 to \$45,000.00. The area is suburban residential in nature with homes situated on small sites. Sewers, sidewalks, curbs and utilities all serve property. Property is owner-occupied and valued in the \$39,000.00 to \$40,000.00 range. Improvements appear to be 15 to 18 years of age, in excellent repair and yard condition indicates a definite pride of ownership in property. Garage has been enclosed and cars are parked off street in the open.



B. Number of Affected Dwelling Units

SFR	1	Mobile Home	0
Duplex	0	Rest Home	0
Triplex	0	Sleeping Rooms	0

C. Relationship of Neighborhood to:

Schools

Prospect High School - 3/4 mile  
Brookview Elementary School - 1/4 mile

D. Shopping

Westgate regional shopping center includes 46 retail stores, 10 service facilities including 2 banks; is located approximately within 1/2 mile and other shopping areas along Hamilton Avenue within 1-1/2 miles of subject property.

Quito Shopping Center includes 10 retail stores, 1 bank, 12 service facilities including 2 doctors and a branch U.S. Post Office.

E. Public Transportation

Served by Santa Clara County Transit District bus along Saratoga Avenue, a distance of 1/4 mile.

F. Community and Recreational Facilities

Within a reasonable distance from this area can be found many and varied parks and sites of historical and cultural centers, entertainment of varied nature, including theatres, movie houses, art centers and varied forms of recreation, including golf, swimming, tennis, horseback riding, fishing and picnic areas.

G. Total Number of Persons Affected

5

H. Total Number of Families Affected

1

I. Ethnic Makeup

Caucasian

J. Income Range

Over \$1,000.00 per month

K. Average Number of Persons per Room

0.7

L. Significant Age Characteristics of Population in R/W

Husband and wife 50 years age group.

Childred - Three

<u>Sex</u>	<u>Age</u>
Male	17
Female	12 & 10

M. Employment

Location of employment by head of household is in nearby Mountain View, which is readily accessible by automobile.

N. Number of Owner-Occupants

1

O. Number of Bedrooms Required

A three bedroom replacement house would be adequate to house family which consists of husband and wife, 1 male and 2 female children between the ages of 10 - 17 years.

IV. Vacancy Rates and Replacement Housing Availability

Figures from U. S. Census, 1970, Housing Survey indicated a vacancy rate for the two adjacent Census Tracts as .09 and .08 percent which reduced to number of vacant houses in immediate vicinity as 30.

Real Estate Boards, Real Estate Brokers, Surveys in the field and newspapers reflect that there will be ample housing available as detailed in Table II-A Attached.

### Available Financing

Discussions with one of the leading institutions in immediate area (Northern California Savings & Loan Assn.) indicates that this is considered to be a prime lending area and that there are funds available for conventional loans. Interest rates and fees are:

<u>Down Payment</u>	<u>Interest Rate</u>	<u>Loan Fee</u>	<u>Appraisal Fee</u>	<u>Credit Fee</u>
10%	8-3/4%	1-1/2 points	\$25.00	\$10.00
20%	8-1/3%	1	\$25.00	\$10.00
25%	8-1/4%	1	\$25.00	\$10.00

The photographs which follow are typical of housing available in the area and are deemed to be within the meaning of decent, safe and sanitary housing.

Location and listing prices of houses available are:

13264 McCulloch St.	\$35,500.00	13369 McCulloch St.	\$42,990.00
12468 Saratoga Ave.	\$33,900.00	18522 Ravenwood Dr.	\$43,500.00
13153 Kevin	\$33,500.00		

The above houses reflect a varied price range due to difference in size, however all are equal to house being acquired, in the same general neighborhood and enjoy the same amenities being presently enjoyed by owner.

#### Competing Housing Needs

There are no competing City, County, State or Federal projects creating housing needs for available housing which will affect displacement in this relocation area.

#### V. Relocation Plan

No project requiring relocation of families is entirely without problem areas, however, this family's needs will of necessity require a single family residence insulated as much as possible from neighbors as son practices drums and at times could become bothersome to neighbors.

#### VI. Summary - Recommendation

There is sufficient housing available, in the immediate adjacent territory, for relocation of this family.

It is recommended that house being acquired not be re-rented during period between acquisition and demolition.

No field office will be required for this project and a Relocation Officer will be assigned to render relocation assistance.

RAP payments will be made as required, sufficient to obtain replacement housing, as the County of Santa Clara is in complete conformance with all State and Federal laws dealing with acquisition and relocation. Negotiations will commence as soon as allowable in order to obtain the maximum lead time required to relocate displacees in an orderly manner.

VII. Source of Data and Bibliography

Saratoga Chamber of Commerce

San Jose Real Estate Board - Multiple Listing Service

Northern California Savings & Loan Assn.

Bell Realtors

U.S. Bureau of the Census, 1970 Census

## A P P E N D I X

TABLE I-A. OWNER-OCCUPIED DWELLING UNITS TO BE ACQUIRED

FAMILY COUNT BY NUMBER OF BEDROOMS		PRICE RANGES						TOTALS
		\$15,000	\$15,001- \$20,000	\$20,001- \$25,000	\$25,001- \$30,000	\$30,001- \$35,000	\$35,001- \$40,000	
ONE BED- ROOM	NO. OF FAMILIES							
	NO. OF PEOPLE							
2 BED- ROOMS	NO. OF FAMILIES							
	NO. OF PEOPLE							
3 BED- ROOMS	NO. OF FAMILIES						1	1
	NO. OF PEOPLE						5	5
4 BED- ROOMS	NO. OF FAMILIES							
	NO. OF PEOPLE							
5 OR MORE BED- ROOMS	NO. OF FAMILIES							
	NO. OF PEOPLE							
TOTALS	NO. OF FAMILIES						1	1
	NO. OF PEOPLE						5	5

TABLE II-A DWELLING UNITS CURRENTLY AVAILABLE FOR PURCHASE

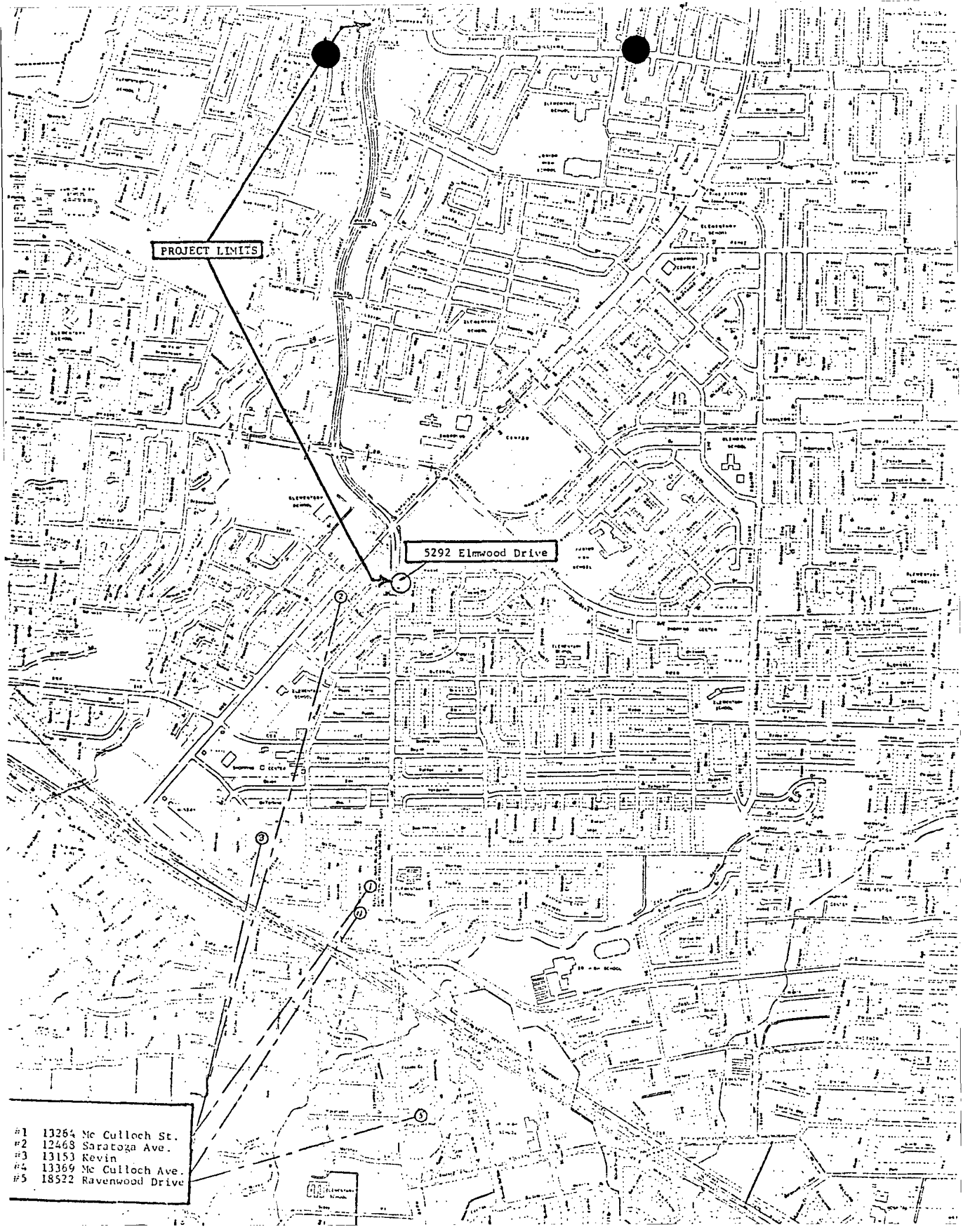
PRICE RANGE	1 BEDROOM	2 BEDROOMS	3 BEDROOMS	4 BEDROOMS	5 BEDROOMS	TOTALS
UNDER \$20,000						
\$20,001 to \$25,000						
\$25,001 to \$30,000						
\$30,001 to \$35,000			2			2
\$35,001 to \$40,000				1		1
\$40,001 to \$45,000			1		1	2
TOTAL			3	1	1	5

Source of Data - Real Estate Board - Multiple Listing Service  
Real Estate Broker in immediate area  
Savings & Loan Assn.



TABLE III-A NUMBER OF SALES HOUSING UNITS NEEDED DURING DISPLACEMENT PERIOD COMPARED WITH NUMBER EXPECTED TO BE AVAILABLE

VALUE RANGE	1 BEDROOM		2 BEDROOMS		3 BEDROOMS		4 BEDROOMS		5 or more BEDROOMS	
	NEED	WILL HAVE	NEED	WILL HAVE	NEED	WILL HAVE	NEED	WILL HAVE	NEED	WILL HAVE
UNDER \$20,000										
\$20,001 to \$25,000										
\$25,001 to \$30,000										
\$30,001 to \$35,000						2				
\$35,001 to \$40,000					1			1		
\$40,001 to \$45,000						1				1
TOTAL					1	3		1		1



PROJECT LIMITS

5292 Elmwood Drive

- #1 13264 Mc Culloch St.
- #2 12468 Saratoga Ave.
- #3 13153 Kevin
- #4 13369 Mc Culloch Ave.
- #5 18522 Ravenwood Drive

HOUSING SURVEY QUESTIONNAIRE

(For Confidential Use of County of  
Santa Clara Personnel Only)  
Department of Public Works

Please Print

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

TELEPHONE NO. (HOME) \_\_\_\_\_ (WORK) \_\_\_\_\_

Please Complete Following Questions:

1. Number of Persons occupying this house or unit. \_\_\_\_\_

a. Number of adults (over 18) \_\_\_\_\_

1. SEX: Male \_\_\_\_\_ Female \_\_\_\_\_

2. AGE: \_\_\_\_\_

b. Number of minors (under 18) \_\_\_\_\_

1. SEX: Male \_\_\_\_\_ Female \_\_\_\_\_

2. AGE: \_\_\_\_\_

2. Do you own or rent: (Please circle)

3. If you rent premises, what is monthly rent? \_\_\_\_\_

a. Does rent include any of following? (Please circle)

Furniture Yes/No; Utilities Yes/No;

Garbage Yes/No; Subsidy Yes/No

4. Number of Bedrooms \_\_\_\_\_; Number of Bathrooms \_\_\_\_\_

5. How long have you lived at this address \_\_\_\_\_ Years, \_\_\_\_\_ Months

6. If you were to move from this address, would you rent or buy?  
(Please circle)

a. Would you move into a: (Please check choice)

HOUSE \_\_\_\_\_

DUPLEX \_\_\_\_\_

TRIPLEX \_\_\_\_\_

APARTMENT \_\_\_\_\_

MOBILE HOME \_\_\_\_\_

OTHER \_\_\_\_\_ (Please specify)

7. If you were to move, which area would you prefer to live in:  
(Please check preference)

SAN JOSE \_\_\_\_\_  
SANTA CLARA \_\_\_\_\_  
CAMPBELL \_\_\_\_\_  
LOS GATOS \_\_\_\_\_  
SARATOGA \_\_\_\_\_

SUNNYVALE \_\_\_\_\_  
MT. VIEW \_\_\_\_\_  
LOS ALTOS \_\_\_\_\_  
PALO ALTO \_\_\_\_\_  
OTHER \_\_\_\_\_

8. What is principal type of transportation used by your family?  
(Please check)

BUS \_\_\_\_\_ CAR \_\_\_\_\_ WALK \_\_\_\_\_ OTHER \_\_\_\_\_  
(Please specify)

9. What is your most important reason for living here?

COST \_\_\_\_\_ SHOPPING \_\_\_\_\_ BUS LINE \_\_\_\_\_ CHURCH \_\_\_\_\_  
SCHOOL \_\_\_\_\_ CLOSE TO JOB \_\_\_\_\_ OTHER \_\_\_\_\_  
(Please specify)

10. Where does the head of household work? \_\_\_\_\_

(City)

11. What is approximate family income per month?

Under \$300 _____	\$600 - 699 _____	Over \$1,000 _____
\$300 - 399 _____	\$700 - 799 _____	
\$400 - 499 _____	\$800 - 899 _____	
\$500 - 599 _____	\$900 - 999 _____	

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO ROUTE 280

PROJECT APPROVALS

DEPARTMENT OF TRANSPORTATION

P. O. BOX 7885, RINCON ANNEX  
SAN FRANCISCO, CA 94120



January 15, 1975

04-SC1-1001-CR  
SU-1001 (1)  
Lawrence Expressway

Mr. James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, CA 95112

Attention: Mr. Theodore A. Cicoletti  
Project Engineer

Dear Mr. Pott:

We are pleased to inform you that the Federal Highway  
Administration granted Stage II approval on December 31,  
1974 for your FAS Project SU-1001 (1), Lawrence Expressway  
from Northlawn Drive to State Highway Route 280.

Very truly yours,

T. R. LAMMERS  
District Director

By *Beard Lamm*

*for* G. STAN MAGOWAN  
Asst. City & County Liaison Engineer

## DEPARTMENT OF TRANSPORTATION

P. O. BOX 7885, RINCON ANNEX  
SAN FRANCISCO, CA 94120



January 3, 1975

04-SC1-1001-CR  
SU-1001 (1)  
Lawrence Expressway

Mr. James T. Pott  
Director of Public Works  
County of Santa Clara  
1555 Berger Drive  
San Jose, CA 95112

Attention: Mr. Theodore A. Cicoletti  
Project Engineer

Dear Mr. Pott:

We are pleased to inform you that Design Approval for the engineering design features and location was granted on December 23, 1974 by the Department of Transportation for your FAS Project SU-1001 (1), on Lawrence Expressway from Northlawn Drive to State Route 280.

In accordance with PPM 20-8, you are required to publish a notice of Design Approval in a newspaper within ten days after receipt of this letter. Please submit three copies of the proof of publication covering the design approval notice for our files.

Very truly yours,

T. R. LAMMERS  
District Director

By

G. STAN MAGOWAN  
Asst. City & County Liaison Engineer

California

TRANSMITTAL MEMORANDUM

S.D. 4 &amp; 5

Page 1 of 4DATE: August 7, 1974FOR: BOARD OF SUPERVISORS AGENDA OF August 20, 19 74

FROM: MONTINI, PUBLIC WORKS, ENGINEERING

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND  
JUNIPERO SERRA FREEWAY (ROUTE 280)

A. PROJECT DESIGN CONCEPT

B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

DESCRIPTION:A. Project Design Concept

A formal public hearing was conducted by the County Public Works Department on July 9, 1974 to discuss the proposed improvements to Lawrence Expressway between Northlawn Drive and Junipero Serra Freeway (Route 280). Approximately 110 individuals attended the public hearing. A copy of the official public hearing transcript, including correspondence, is attached.

The initial improvement concept was to add two (2) additional travel lanes to the expressway in order to ease automobile congestion on this facility. As a result of community meetings held with homeowners, businessmen, homeowner groups, etc. during the months of April and May, 1973, the improvement concept which evolved was the improvement of a transportation facility. The specific design features presented at the public hearing are included in the public hearing transcript.

The major concerns voiced by those attending the public hearing were as follows:

1. Noise mitigation.
2. Deficiencies in Quito Road southerly of Northlawn Drive.

The design features shown during the public hearing included locations positively identified by the Public Works Department as areas that require noise attenuation-buffering devices, in accordance with Part 2 of the Policy for the Installation of Fencing and Noise Attenuation-Buffering Devices on County Expressways (adopted by the Board of Supervisors on March 12, 1974 - copy attached). During the public hearing the County staff agreed to study other areas and to install noise attenuation-buffering devices where warranted by the previously referenced policy. County staff is currently investigating other areas, in particular those locations identified by the individuals

APPROVED:

JAMES POTT

HOWARD CAMPEN

AGENDA DATA: DATE:

BOARD ACTION:

ITEM NO:



TRANSMITTAL MEMORANDUM

Page 2 of 4

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)  
A. PROJECT DESIGN CONCEPT  
B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

who attended the public hearing and who corresponded with the Public Works Department immediately after the public hearing. It should be noted that a thorough study of existing noise problems in an area usually requires County staff monitoring during hours other than the normal 8:00 a.m. to 5:00 p.m. Monday through Friday working hours. This Department has received a number of requests to monitor existing noise conditions during "other-than-standard" working times.

The County staff invited representatives of the Valley West Homeowners Association and the Cities of San Jose and Saratoga to discuss "bottleneck" areas and traffic circulation problems on Quito Road southerly of Northlawn Drive. That meeting, held on July 19, 1974, identified specific areas of concern. Although the problem areas are independent of the proposed Lawrence Expressway project, County staff volunteered to act as the lead agency in attempting to resolve these problems. A second meeting is scheduled for August 8, 1974.

Based on the comments received during the community meetings, the public hearing and correspondence received since the public hearings, this Department recommends that the County proceed with this transportation improvement. The design features recommended for consideration and incorporation wherever feasible into the improvement of this transportation facility include the following:

1. Transit Features

- A. Intersection modifications for preferential bus operation.
- B. Signal pre-empters for preferential bus operation.
- C. Provisions for possible use of the two outside lanes as exclusive bus/car pool lanes during peak traffic periods. The feasibility of designating these two lanes for such use will be made after the CTD APT service is operational.

2. Bikeway Features

- A. Separated bikeways.
- B. Bikeways through the City of San Jose parks to be constructed independently.

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Page 3 of 4

DATE: August 7, 1974

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TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 280)

A. PROJECT DESIGN CONCEPT

B. ENVIRONMENTAL IMPACT REPORT- NEGATIVE DECLARATION

3. Highway Features

A. Two additional travel lanes within existing right of way.

B. New signal controllers at the seven (7) intersections.

C. Free right-turn stacking lane at the Route 280 interchange.

D. Noise attenuation devices in accordance with County policy.

E. Double left-turn lanes at Prospect Road and Saratoga Avenue.

4. Aesthetic Treatment Features

A. Median landscaping.

B. Intersection island flatwork beautification.

The City of San Jose and the City of Saratoga are in agreement with the proposed improvements listed above.

B. Environmental Impact Report - Negative Declaration

The attached Environmental Impact Report - Negative Declaration has been prepared pursuant to the California Environmental Quality Act of 1970, as amended, and the National Environmental Policy Act of 1969, as amended. The Negative Declaration has been approved by both the State of California Department of Transportation (CALTRANS) and the Federal Highway Administration (FHWA).

Copies have been circulated to the following agencies:

Association of Bay Area Governments (Metropolitan Clearinghouse)

State Clearinghouse

City of San Jose

City of Saratoga

Metropolitan Transportation Commission

Federal Highway Administration

State of California, Department of Transportation, District IV

State of California, Air Resources Board

TRANSMITTAL MEMORANDUM

Page 4 of 4

DATE: August 7, 1974

DATE OF AGENDA: August 20, 1974

TITLE: IMPROVEMENT OF LAWRENCE EXPRESSWAY BETWEEN NORTHLAWN DRIVE AND JUNIPERO SERRA FREEWAY (ROUTE 250)

A. PROJECT DESIGN CONCEPT

B. ENVIRONMENTAL IMPACT REPORT - NEGATIVE DECLARATION

C. Recommendations

It is recommended that:

1. The project design concept of improving this transportation facility, as outlined in Part A above, be approved.
2. The Environmental Impact Report - Negative Declaration be certified.
3. The Department of Public Works be authorized to commence design engineering so that a construction contract(s) can be awarded in the spring of 1975 (fiscal year 1974-75).

LM:SAB:TAC:vlt

attachments

*Approved by:*  
cc: A. R. Turturici, Director of Public Works, City of San Jose  
Robert Shock, Director of Public Works, City of Saratoga  
Valley West Homeowners Association  
Hermilo Gloria

*Public Works, attn: Lou Martini*

APPROVED BY THE BOARD OF SUPERVISORS  
OF SANTA CLARA COUNTY AUG 20 1974

DONALD E. RAINS, Clerk of the Board

By Walter A. McCreary

Deputy Clerk

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

April 23, 1974

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P.O. Box 7885 Rincon Annex  
San Francisco, California 94120

Attention: Mr. Frank T. White  
City and County Liaison Section

Subject: Lawrence Expressway (FAS 1001)  
FAS Project

Dear Mr. Lammers:

Enclosed are six (6) copies of the revised project report and program for our proposed F.Y. 1974-75 FAS Project, the improvement of Lawrence Expressway (FAS 1001).

We are also enclosing with this project report and program three (3) copies of the Field Review Data Sheets.

Your cooperation in this matter is sincerely appreciated.

Very truly yours,

JAMES T. POTT  
Director



LOUIS MONTINI  
Assistant County Engineer

LM:TAC:fm

enclosures

County of Santa Clara  
California

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

April 23, 1974

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P.O. Box 7885 Rincon Annex  
San Francisco, CA. 94120

Attention: Mr. Frank White  
City and County Liaison Section

Subject: Lawrence Expressway (FAS 1001)

Dear Mr. Lammers:

Submitted for your consideration is the:

REVISED PROJECT REPORT AND PROGRAM

ON

LAWRENCE EXPRESSWAY

IN SANTA CLARA COUNTY

BETWEEN NORTHLAWN DRIVE

AND JUNIPERO SERRA FREEWAY (RT. 280)

FEDERAL-AID SECONDARY

PROJECT 1001

Very truly yours,

*Charles Battisby*  
for JAMES T. POTT  
Director

I. CHRONOLOGICAL STATEMENT

- a. The Joint Field Review was held on October 27, 1972.
- b. The Field Review Report is attached and included with this Project Report and Program.
- c. It is the County of Santa Clara's policy to hold a public hearing on any improvement project that has a significant effect on the transportation system.
- d. An informal Community Meeting was held May 2, 1973. A negative declaration for this project was distributed on March 19, 1974. The Public Hearing will be held June 11, 1974.
- e. Two transcripts of the Public Hearing will be sent to Headquarters in June, 1974.
- f. The Plans, Specifications and Engineer Estimates will be delivered to District IV in August, 1974.

## II. PROGRAM DATA

Santa Clara County

Project No. FAS 1001

- (1) Description - The improvement of Lawrence Expressway from four lanes to the ultimate 6 lanes between Northlawn Drive and Junipero Serra Freeway (Route 280),

The replacement of existing signal control equipment with a traffic responsive signal interconnect system.

The construction of a transition section between Saratoga Avenue and Northlawn Drive. This transition is from six (6) lanes to two (2) lanes.

(2) Design Designation

	<u>Existing</u>	<u>Est. 1985</u>
Lawrence Expressway	26,000	34,000
DHV = 3400		
D = 60%		
T = 5%		
Design Speed = 50 mph		
Posted Speed = 45 mph		
	Rt. 280 to Prospect Rd.	
Design Speed = 45 mph		
Posted Speed = 40 mph		
	Prospect Rd. to Saratoga Ave.	
Design Speed = 50 mph		
Posted Speed = 35 mph		
	Saratoga Ave. to Northlawn Drive	

(3) Character of Proposed Work

- A. It is proposed to add two travel lanes to the existing four-lane sections on Lawrence Expressway between Bollinger Road and Saratoga Avenue and a transition between Saratoga Avenue and Northlawn Drive.

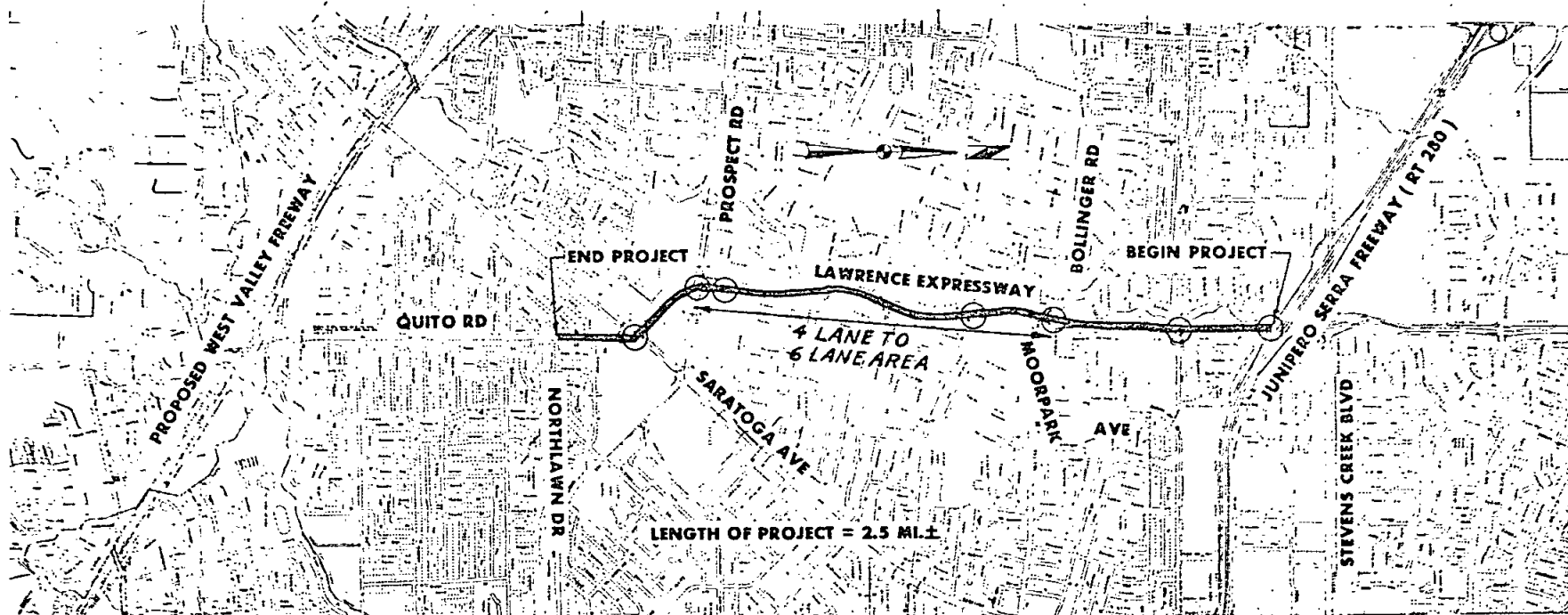
The existing 4-lane facility was initially built to FAS Standards; the construction of two additional travel lanes will be done within the existing median and will result in a six-lane divided facility. Median landscaping, roadside landscaping, irrigation systems, esthetic treatments and noise attenuating devices are also included with the widening.

It is estimated that the above work can be accomplished for \$700,000.

The existing traffic signal equipment between Rt. 280 and Bollinger Road will be replaced and upgraded to be consistent with the widening and a traffic responsive signal interconnect system will be provided for the existing seven (7) traffic signals.

It is estimated that the above described traffic signal work can be accomplished for \$300,000.





○ SIGNALIZATION MODIFICATION

(4) Miscellaneous

	<u>North of Bollinger</u>	<u>South of Bollinger</u>
Roadbed Width	46' each dir.	36' each dir.
Surface Type	AC	AC
Surface Width	46' each dir.	36' each dir.
Median Width	18' betw. f.o.c.	42'
Median Type	Curb and gutter	No C & G
R/W Min. Width	134'	134'
Basic Width	134'	134'
Access Taken	Yes	Yes
New Bridges	No	No
Widen Bridges	No	No

(5) Description of Existing Facility

	<u>Bollinger Rd. to Saratoga Ave.</u>	<u>Rt. 280 to Bollinger Rd.</u>
Roadbed width	36' each dir.	46' each dir.
Surface type	AC	AC
Surface width	36' each dir.	46' each dir.
Condition: Surface & Roadbed	Good	Good

(6) Description of Contiguous Sections:

	<u>North of Rt. 280</u>
Roadbed Width	46' each direction
Surface type	A.C.
Surface Width	46' each direction
Condition, Surface & Roadbed	Good

(7) Deficiencies of Alignment & Grade

There are no deficiencies of alignment and grade except near Prospect Road. The super-elevation on the 700' radius curve is not adequate and is proposed to be increased as part of the construction.

(8) N/A

(9) Railroad Grade Crossing Data: N/A

(10) Railroad Benefit Determination and Basis: N/A

(11) Airway-highway clearance is not involved.

(12) Water development is not involved.

(13) There is no system revision or addition involved.

III. This proposed 6-lane improvement is simply the ultimate phase of widening on Lawrence Expressway between Junipero Serra Freeway (Route 280) and Northlawn Drive.

Lawrence Expressway has been widened to six lanes between Bayshore Freeway (Rt. 101) and Bollinger Roads. The County has a project to widen Lawrence Expressway to six lanes between Bayshore Freeway (Rt. 101) and Mt. View-Alviso Road (Rt. 237). This project should be advertised January 1975.

#### IV. TRAFFIC AND JUSTIFICATION

The following existing traffic counts are from the County of Santa Clara Traffic Department's records.

	<u>Existing</u>	<u>Est. 1985</u>
Lawrence Expressway	26,000	34,000

The existing 4-lane facility is presently inadequate to handle the existing 26,000 ADT volumes. A 6-lane facility is essential to accommodate the future demand volumes.

#### V. PROPOSED DESIGN

Typical cross-sections are attached for your review and approval.

AVERAGE DAILY TRAFFIC

Limits	1969 <sup>(1)</sup>	1972 <sup>(2)</sup>	1974 <sup>(3)</sup>	1975 <sup>(4)</sup>	1980 <sup>(4)</sup>	1985 <sup>(4)</sup>
Rt. 280 to Bollinger	27,000	35,000	44,000	(44,000)	(44,000)	(44,000)
Bollinger to Prospect <sup>(5)</sup>	19,000	24,000	26,000	(32,000)	(33,000)	(34,000)
Prospect to Saratoga <sup>(5)</sup>	12,000	16,000	20,000	(25,000)	(26,000)	(27,000)
Saratoga to Northlawn	11,000	14,000	17,000	(21,000)	(22,000)	(24,000)

Notes (1) Before Lawrence was widened to six (6) lanes  
between Bayshore Freeway and Bollinger Road

(2) After widening to six (6) lanes

(3) Existing traffic

(4) Figures in parenthesis ( ) indicate a % (1975 = 5%,  
1980 = 10%, 1985 = 15%) diversion to Mass Transportation .

(5) Lawrence Expressway was widened to six lanes between  
Bollinger Road and Route 101.

VI. OTHER AGENCIES AFFECTED

The other agencies affected in addition to the County of Santa Clara are the Cities of San Jose and Saratoga. The staffs of these cities have reviewed the proposed project and are in favor of the project.

VII. ENGINEERING, FINANCES, ADVERTISING DATE AND RECOMMENDATION

The County of Santa Clara has conducted informal community meetings prior to the formal public hearing. Upon the Board of Supervisors' authorization preliminary and construction engineering will be performed by the County.

The County is not requesting FAS Funding Participation in Engineering and Inspection.

The County is not requesting FAS Funding Participation for the Right of Way or construction south of Saratoga Avenue.

COST ESTIMATE AND PROPOSED FINANCING FOR THE  
IMPROVEMENT OF LAWRENCE EXPRESSWAY (FAS 1001)  
BETWEEN STATE ROUTE 280 AND SARATOGA AVENUE

COST ESTIMATE

Construction	1,000,000
*Right of Way	100,000
*Engineering & Inspection	200,000
TOTAL	<u>1,300,000</u>

PROPOSED FINANCING

Construction

FAS & State Matching FY 71-72 )	
FAS & State Matching FY 72-73 )	668,916
FAS & State Matching FY 73-74 )	
County Road Fund	331,084
Total Construction	1,000,000
Right of Way	100,000
Engineering & Inspection - County Road Fund	200,000
TOTAL	<u>1,300,000</u>

\*Engineering and Inspection and Right of Way  
are Non-Participating Items



COUNTY OF SANTA CLARA

PROGRAM OF FEDERAL-AID SECONDARY PROJECT

FAS PROJECT NO.	LOCATION OF PROJECT	ESTIMATED COST	STATE MATCHING FUNDS	LOCAL FUNDS	LENGTH IN MILES	DESCRIPTION OF WORK
1001	Lawrence Expwy. betw. Junipero Serra Fwy. Rte 280 and Saratoga Ave.	\$800,000		\$120,000	2.40 mi.	The addition of two traffic lanes on Lawrence Expwy. (from four lanes to the ultimate six lanes, b Bollinger Rd & Sarato and coordination of s betw. Rte 280 & Sarat Avenue.
Revised 3/22/74		\$1,200,000		\$331,084		

Note: Only construction cost (\$700,000) to be participating costs.

Approved: [Signature] Rev. 3/22/74 (\$1,000,000)  
Director of Public Works  
County of Santa Clara

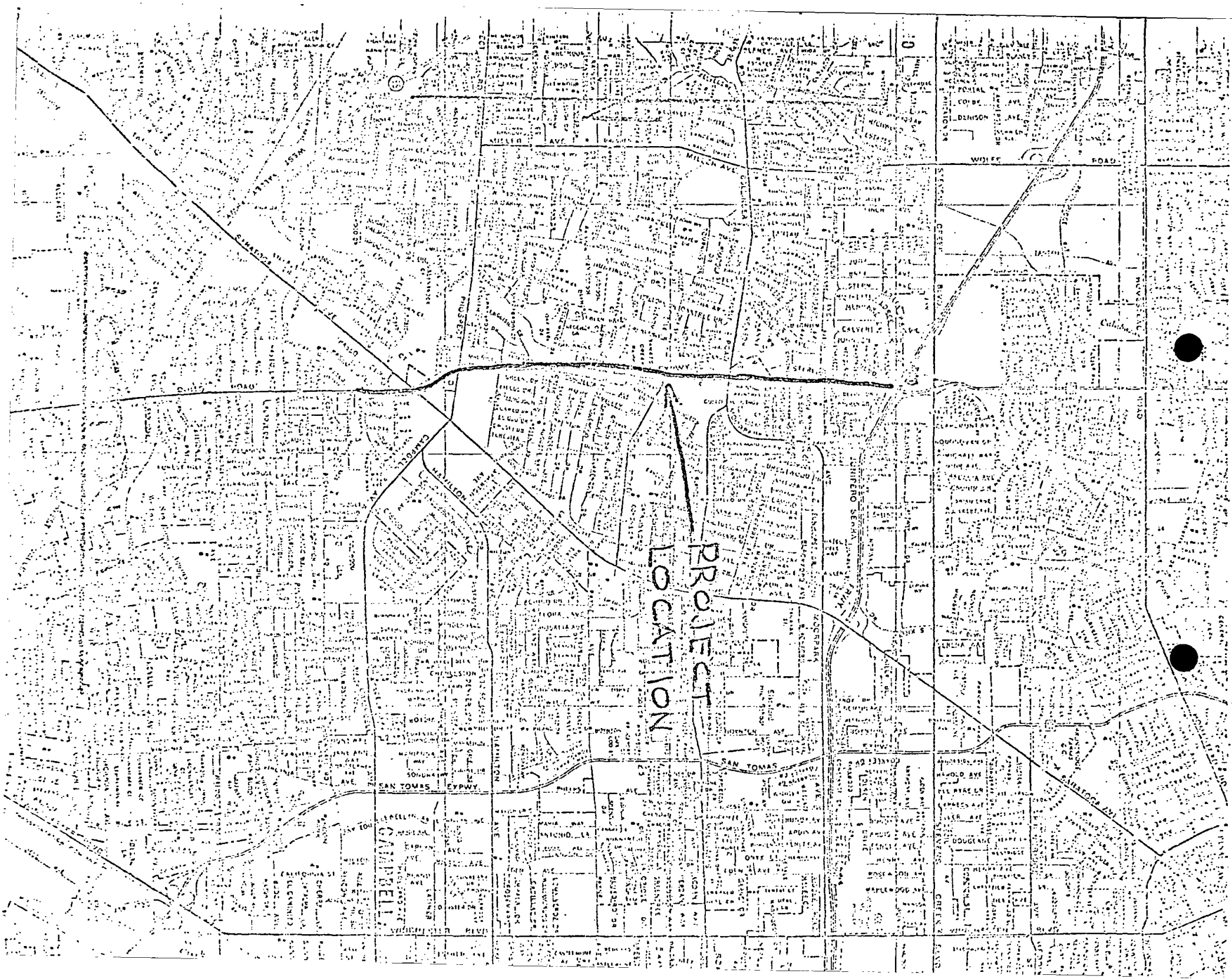
Date: 4-11-73

Approved: [Signature]  
Director of Public Works  
City of San Jose

Date: 3-22-73

Approved: [Signature]  
Director of Public Works  
City of Saratoga

Date: 4/5/73



① FEATHER OVERLAY SECTION  
IN SHOULDER AREA FROM 2" TO  
0" AT LIP.



TYPICAL SECTION  
LAWRENCE EXPRESSWAY

FAS

FIELD REVIEW

4 County of Santa Clara 1001  
Dist. Local Agency FAS  
Lawrence Expressway 6324  
Road Name Co. Road #

Date of Review

Date of Report

REVIEWED BY

Charles Allen	State of Ca.-City & County Project
Stan Magowan	State of Ca.-City & County Project
Rollo Parsons	County of Santa Clara
Robert Richey	County of Santa Clara
Theodore Cicoletti	County of Santa Clara
Scotty Bruce	County of Santa Clara
Ed Louis	City of San Jose
Robert Shook	City of Saratoga
Carl Bianchini	State of Ca.-City & County Project
Gene Stager	FHWA
Ken Ford	County of Santa Clara

LIMITS:

(Attach a sketch map)

PROPOSED IMPROVEMENT: The ultimate widening of Lawrence Expressway to  
6 lanes between Junipero Serra Freeway and Saratoga Ave.

NET LENGTH: 2.40 MILES

ESTIMATED COST: E. & I. \$100,000 CONSTR. \$600,000 R/W \$100,000

TERRAIN: Flat 3/22/74 Revised \$1,000,000

# TRAFFIC DATA

	Existing	Est. 1990
1. Lawrence Expressway	44,000	44,000
Design Speed	50 m.p.h.	DHV 3600 vph
Percent Trucks		5%
DESCRIPTION OF EXISTING FACILITY*	PROPOSED FACILITY*	
When Constructed	Multi-phase constr. 1961 to 1971	XXXXX
Surface Type	AC	AC
Surface Width	36' Bollinger Rd to Saratoga Ave. 46' Bollinger Rd. to Rte 280	46'
Number of Lanes	4 & 6	6
Shoulders	8'	8'
Type Shoulders	AC	AC
Median Width	42'	18'
Min. R/W Width	134'	134'
Buildings Affected	None	None
Access Control	yes	yes
Design Speed	45 mph South Prospect Rd. 50 mph North Prospect Rd.	45 mph South Prospect Rd. 50 mph North Prospect Rd.
Min. Curve Radius	700' approx.	700' approx.
Max. Grade Rate	1% approx.	1% approx.

\* See attached sketches of typical sections

DEFICIENCIES OF EXISTING

Structural \_\_\_\_\_ Bridge \_\_\_\_\_ Culverts \_\_\_\_\_  
Grade   X   Alignment \_\_\_\_\_ Accident Record \_\_\_\_\_

Remarks:

The superelevation at the 700' radius curve near Prospect Road is not adequate. The superelevation will be increased as a part of this project.

AGENCIES AFFECTED

Telephone \_\_\_\_\_ Irrig. Dist. \_\_\_\_\_ Communities \_\_\_\_\_ Sanitary \_\_\_\_\_  
Levee Dist. \_\_\_\_\_ Water Develop. \_\_\_\_\_ Power \_\_\_\_\_ Recl. Dist. \_\_\_\_\_  
Other \_\_\_\_\_

Remarks: This project will require the relocation of existing  
utilities between Saratoga Ave. & Northlawn Dr.

FISH & WILDLIFE RESOURCES No PUBLIC RECREATION LAND-Sec. 4(f) No

ENVIRONMENTAL STATEMENT Yes NEGATIVE DECLARATION No

CLEARINGHOUSE NOTICE Yes AREAWIDE PLANNING AGENCY (IM50-2-65) \_\_\_\_\_

URBAN AREA INVOLVED: \_\_\_\_\_

PUBLIC HEARING NECESSARY? Yes LOCATION \_\_\_\_\_ DESIGN X COMBINED \_\_\_\_\_

Explain: It is the County of Santa Clara's policy to hold a public  
hearing on all projects of significance to the transporta-  
tion network.

TRAFFIC SIGNALS yes

NO. OF MAJOR STRUCTURES: None

RAILROADS None

AIRPORTS None

FAS SYSTEM REVISION OF ADDITION INVOLVED? No

EXIST. ALIGNMENT TO BE USED? Yes MEETS APPROVED STANDARDS? Yes

ARE ALTERNATE ROUTES INVOLVED? No

WAS ANY PORTION PREVIOUSLY IMPROVED WITH FEDERAL FUNDS? No

WATER COURSE ENCROACHMENT - Q 500 CFS or more (CL-68-299) (F5.041) N/A

PROPOSED END TREATMENT FOR CULVERTS 48" AND OVER (CM7-21-66) N/A

The initial construction phased included all of the drainage facilities necessary for the ultimate 6 lane improvement.

UNUSUAL DRAINAGE No

PROPOSED ADVERTISING DATE January 1975 TO BE ADMINISTERED BY County of Santa Clara



# NOTICE OF INTENT

THIS FORM SERVES AS THE NOTICE OF COMPLETION U. ENVIRONMENTAL QUALITY ACT IF A REVIEW IS REQUIRED. LEVEL ON THE ENVIRONMENTAL IMPACT REPORT OR NEG.

THE CALIFORNIA THE STATE DECLARATION.

☐ STATE CLEARINGHOUSE  
OFFICE OF THE GOVERNOR  
OFFICE OF INTERGOVERNMENTAL  
MANAGEMENT  
1400 10TH STREET - ROOM 121  
SACRAMENTO, CALIFORNIA 95814  
(916) 445-0613

☐ METROPOLITAN CLEARINGHOUSE  
ASSOCIATION OF BAY AREA GOVERNMENTS  
HOTEL CLAREMONT  
BERKELEY, CALIFORNIA 94704  
(415) 841-9730

STATE OF CALIFORNIA  
FORM IGR-1 (3-73)

STATE CLEARINGHOUSE NUMBER (SCH. NO) (1-8)	TRANSACTION (9)
--	-----------------

SEE INSTRUCTIONS ON REVERSE SIDE

01	SPONSOR (OR AGENCY RESPONSIBLE FOR REPORT) (12-45) County of Santa Clara		DIVISION (46-74) Public Works - Engr Design		DATE THIS FORM SUBMITTED (75-80) MO. Mar DAY 19 YEAR 75	
02	PROJECT TITLE (12-71) Lawrence Expressway-Rte 280 to Northlawn Dr.				AGENCY ACTION DATE (SEC. INST.) (75-80) MO. DAY YEAR	
03	ADDRESS (12-45) 1555 Berger Drive		CITY (46-60) San Jose		COUNTY (61-75) Santa Clara	ZIP CODE (76-81) 95112
04	CONTACT PERSON (12-36) Lou Montini		TITLE (37-65)		AREA CODE (66-68) 408	PHONE (69-75) 299-2362
05	(12-71) PROJECT DESCRIPTION OF NATURE, PURPOSE, BENEFICIARIES Two (2) additional travel lanes will be added to the				ON THESE 6 LINES CAPSULIZE THE PROJECT DESCRIPTION. YOU ARE ENCOURAGED TO ATTACH ADDITIONAL INFORMATION ON THE PROJECT FOR THE BENEFIT OF THE REVIEWER. IF YOU DO, THE STATE CLEARINGHOUSE WILL NEED 25 COPIES OF ANY ATTACHMENTS. PLEASE CHECK WITH THE METROPOLITAN CLEARINGHOUSE FOR THEIR SUBMISSION REQUIREMENTS.	
06	(12-71) existing four (4) lane section between Bollinger Road and					
07	(12-71) Saratoga Avenue. The existing traffic signal equipment					
08	(12-71) will be replaced and upgraded for the seven (7) signalized					
09	(12-71) intersections. Lawrence Expressway is part of the County					
10	(12-71) expressway system					
11	PROJECT LOCATION CITY (12-45) San Jose and Saratoga				PROJECT LOCATION COUNTY (46-79) Santa Clara	
12	FEDERAL FUNDS GRANT (12-20) N/A		MATCHING FUNDS STATE (30-39) 222,972.00		(48-56) OTHER NON-FEDERAL FUNDS N/A	(57-66) TOTAL FUNDS 1,000,000.00
13	SOURCE OF OTHER FEDERAL FUNDS (12-34) TAS		FED. CATALOG NO. N/A		SOURCE OF STATE MATCH (35-57) Sec. 2200, Streets & Hwy	
14	FUNDING AGENCY PROGRAM TITLE (12-80) Sect. 2200 Streets and Highway Code				FEDERAL CATALOG NUMBER None	
15	FUNDING AGENCY NAME (12-45) Calif. Dept. of Transportation				SUB-AGENCY (46-79) District IV	
16	CONGRESSIONAL DISTRICT 17 10		SENATE DISTRICT 13 14		ASSEMBLY DISTRICT 22 24	
17	TYPE OF ACTION: <input checked="" type="checkbox"/> 12 NEW <input type="checkbox"/> 13 MODIFICATION IN CURRENT GRANT - CUR. SCH. NO. (14-21) <input type="checkbox"/> 22 CONTINUATION GRANT SCH. NO. FROM PRE. YR. (23-30) <input type="checkbox"/> 31 RESUBMITTAL IF A PRE APPLICATION - PRE. SCH. NO. (32-39)		PROJECT SUBJECT TO REVIEW UNDER: (CHECK AS MANY AS APPROPRIATE) <input checked="" type="checkbox"/> 58 U.S. OFFICE OF MANAGEMENT AND BUDGET, CIRCULAR A-95 <input type="checkbox"/> 59 MODEL CITIES PLANNED VARIATION <input checked="" type="checkbox"/> 60 NATIONAL ENVIRONMENTAL POLICY ACT <input checked="" type="checkbox"/> 61 CALIFORNIA ENVIRONMENTAL QUALITY ACT <input type="checkbox"/> 62 SUBDIVISION REVIEW (SECTION 11550.1 OF BUSINESS & PROFESSIONS CODE) <input type="checkbox"/> 63 STATE ADMINISTRATIVE MANUAL (SEC. 0911) <input type="checkbox"/> 64 HEALTH RELATED (SEC. 437.5 OF HEALTH AND SAFETY CODE) <input type="checkbox"/> 65 LEASE OF STATE LANDS <input type="checkbox"/> 66 OTHER:		IF PROJECT IS PHYSICAL IN NATURE OR REQUIRES AN ENVIRONMENTAL DOCUMENT, LIST THE U.S. GEOLOGICAL SURVEY QUADRANGLE MAP IN WHICH THE PROJECT IS LOCATED. 1. San Jose West Quadrangle 2. Californian-Santa Clara 3. 7.5 minute series 4. 5.  DOES YOUR AGENCY HAVE A CIVIL RIGHTS AFFIRMATIVE ACTION POLICY AND PLAN? YES <input checked="" type="checkbox"/> 67 NO <input type="checkbox"/> 68  WILL THE PROJECT REQUIRE RELOCATION? YES <input checked="" type="checkbox"/> 69 NO <input type="checkbox"/> 70	
18	IS ENVIRONMENTAL DOCUMENT REVIEW REQUIRED? YES <input type="checkbox"/> 12 NO <input type="checkbox"/> 13 IF YES - <input type="checkbox"/> 14 ENVIRONMENTAL IMPACT STATEMENT (REPORT) ATTACHED. <input type="checkbox"/> 15 DRAFT EIR <input type="checkbox"/> 16 FINAL EIR <input checked="" type="checkbox"/> 17 NEGATIVE DECLARATION ATTACHED <input type="checkbox"/> 18 NONE ATTACHED - DOCUMENT WILL BE FORWARDED ON APPROXIMATELY MON DAY YEAR (19-24) IF NO - <input type="checkbox"/> 25 FEDERAL PROGRAM DOES NOT REQUIRE AN ENVIRONMENTAL DOCUMENT <input type="checkbox"/> 26 PROJECT EXEMPT UNDER STATE CATEGORICAL EXEMPTION. CLASS (27-28)					
19	LIST LOCAL, COUNTYWIDE, REGIONAL, STATE OR FEDERAL AGENCIES WITH WHICH COORDINATION HAS BEEN ESTABLISHED. Cities of San Jose and Saratoga California Dept. of Transportation SPONSOR'S PROJECT I.D. NUMBER (OPTIONAL) (12-21)					

*Lou Montini*  
SIGNATURE OF AUTHORIZED REPRESENTATIVE

**INSTRUCTIONS** Please type or print all entries and ignore small numbers beside blocks.

The Notice of Intent Form is used to accomplish a number of application and environmental document reviews required under federal and state law. Therefore, some blanks on this form may not apply for every submittal.

The State Clearinghouse number (SCH) is assigned by the Office of Intergovernmental Management (OIM) the first time a project or environmental document is received for review. The SCH number is transmitted to the sponsor of the project or the agency responsible for the environmental document via the Acknowledgement Card. Please fill in the SCH number on any subsequent submittals to OIM and on any correspondence. The SCH number should also be utilized as an identifying number on the cover of applications, environmental documents, and (under the California Environmental Quality Act) on Notices of Completion and Notices of Determination.

**LINE 01 SPONSOR OR AGENCY RESPONSIBLE FOR ENVIRONMENTAL REPORT\*** — The federal or state agency, county, city or other unit of government, special district or non-profit making application for aid.

**DIVISION** — When applicable, the sub-agency of the sponsor responsible for administering the project.

**LINE 02 PROJECT TITLE** — A brief descriptive name of the project.

**AGENCY ACTION DATE\*** — The date you expect to submit your final application to the funding agency.

**LINE 03 ADDRESS\*** — Official mailing address of sponsor including city, county and zip code.

**LINE 04 CONTACT PERSON\*** — Name, title, and telephone number of the representative of the sponsoring agency, normally considered as legally authorized to act on behalf of the sponsor.

**LINE 05 - 10 PROJECT DESCRIPTION\*** — A brief narrative description of the nature, purpose, and beneficiaries of the project. Be as concise and specific as possible indicating the intended use of the grant.

**LINE 11 PROJECT LOCATION CITY** — The city in which the project is to be located, if applicable, if not leave blank.

**PROJECT LOCATION COUNTY** — The county in which the project is located or the county primarily benefitting from the project.

**LINE 12 & 13 FUNDS** — If applying for a federal grant, fill in the amount applied for under grant. The box for other federal funds is to be used, if the application is for a loan or when the application requests grant funds from a second federal agency.

Identify the second grant program or loan program on line 13 in the block "source of other federal funds" and also list the federal catalog number for that program in the block on line 13.

Fill in the matching funds indicating if funding is coming from the State of California and/or from a local governmental unit. If State matching funds are to be used, list the state fund name or state department from which the funds are derived on line 13 in the block "source of state match".

Other non-federal funds should be filled in when there are funds from a private source, such as the Ford Foundation. Indicate the source of the funds on line 13 in the block "source of non-federal funds".

**LINE 14 FUNDING AGENCY PROGRAM TITLE** — Enter the name of the program from which funds are sought, whether federal or state. If a federal program, the title and federal catalog number are found in the U.S. Catalog of Federal Domestic Assistance.

**LINE 15 FUNDING AGENCY NAME AND SUB-AGENCY** — Enter the administering federal or state agency.

**LINE 16 CONGRESSION, ASSEMBLY, LEGISLATIVE DISTRICTS** — Enter the districts in which the project is located. If statewide, mark that box and leave the rest of line 16 blank.

**LINE 17 TYPE OF ACTION** — Indicate whether submittal is a new submittal or a modification to an existing grant, usually a request for more money; a continuation, usually the second or third year funding of a project; or a resubmittal of a previous application which was either withdrawn or denied in a previous year. List any previous SCH number assigned to the project by OIM.

The next four parts relate to the timing of the funding. Indicate the date funding will be received and the number of months the grant will run under that specific grant.

Then indicate when the project will begin and the estimated number of months the project will run or the length of time the construction will take.

#### PROJECT SUBJECT TO REVIEW UNDER:

U. S. Office of Management & Budget Circular A-95 is a preapplication review requirement on a specified list of federal categorical grant programs (part I) and on direct federal development projects (part II).

Model Cities Planned Variation requires special coordination with the City of San Jose for projects in Santa Clara County and the City of Fresno for projects in Fresno County. Contact for further information:

San Jose:	Fresno:
Office of Intergovernmental Affairs	Community Development Dept.
Office of the City Manager	Office of the City Manager
151 West Mission	2326 Fresno Street
San Jose, CA 95110	Fresno, CA 93721
(408) 277-4000 ext. 4892	(209) 266-8031 ext. 563

The National Environmental Policy Act mandates environmental impact statements on certain federal activities and projects.

The California Environmental Quality Act mandates environmental impact reports on certain state and local projects and governmental actions. This form is used only when a review is required at the state level. (See Public Resources Code sections 21000-21174).

Subdivision map review at the state level is mandatory for "land projects" and discretionary on all other subdivision maps. (See Business and Professions Code section 11550.1 for review requirements, section 1100.5 for definition of a land project).

The State Administrative Manual implements a requirement for the review of all state applications for federal funds and independent and local agency applications for federal funds administered by a state agency.

Any agency contemplating health related services, projects or construction should contact the areawide comprehensive health planning agency or the State Office of Comprehensive Health Planning to determine if a review and approval is required.

Requests to the State Lands Commission for leases of state lands under Public Resources Code section 6371.

**QUADRANGLE MAP LISTING** — The listing of USGS quad maps makes possible a look up of potential environmental resources in the quad. The data is maintained by the Office of Planning and Research (OPR) and is also available to agencies interested in determining the resources in an area where a project is planned. Contact: Office of Planning and Research, 1400 10th Street, Sacramento, CA 95814 (916) 445-4831.

**CIVIL RIGHTS** — Most federal programs require recipients of grants to develop a civil rights affirmative action policy and plan. Additionally, state agencies are expected to conform to the guide material issued by the State Fair Employment Practices Commission in conformance with section 1419(e) of the California Labor Code. Indicate if one has been developed by your agency.

**RELOCATION** — If a construction project requires housing relocation, indicate it by checking yes.

**LINE 18 ENVIRONMENTAL REVIEW** — Every state and federal action requires some environmental assessment. The questions in this series relate to whether, on the basis of the assessment, an environmental document will be prepared and reviewed.

If a document will be prepared, indicate yes. Then check what type document is submitted; i.e. a draft environmental impact report, negative declaration, etc. or indicate the anticipated

dated date a document will be forwarded after it is prepared.

If the assessment indicates there is no environmental impact, check no. These are typically social programs or minor projects. If the program is a federal one, check "federal program does not require an environmental document." If state funds or state permit, license or lease is required, then review of an environmental document must take place unless the project falls under a state categorical exemption. (See California Administrative Code, section 15100 et. seq.) If it is exempt check the appropriate box and list the categorical exemption class by number.

**LINE 19 PROJECT I.D.** — A space is provided to indicate any internal number which has been assigned by your agency to the project. You may indicate the number if you wish.

**SIGNATURE OF AUTHORIZED REPRESENTATIVE** — The Notice of Intent should be signed by whomever in the agency is authorizing the submittal of the Notice or environmental statement. It need not be contact person (line 04). Please note, comments generated will be forwarded to the contact person shown on line 04.

#### TIMING —

Projects subject to review under OMB Circular A-95 (Part I) and tentative subdivision maps receive a 30 day review from the date received by OIM.

All projects subject to review under CEQA will receive a 45 day review from the date received by OIM. (If a project is subject to review under A-95 [Part I] and CEQA the 30 day review will be honored).

Direct federal development projects and applications to the State Lands Commission for leases receive a 60 day review from the date received by OIM.

#### \*SPECIAL PROCEDURES FOR SUBMITTALS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

**LINE 01 — SPONSOR OR AGENCY RESPONSIBLE FOR ENVIRONMENTAL REPORT**

Under state environmental review procedures, often the agency submitting the draft environmental impact report is not the sponsor of the project but rather the public agency responsible for determining the environmental impact of the project and approving the project. In that situation, the agency name should be that of the approving agency.

**LINE 02 — AGENCY ACTION DATE**

Indicate the date your agency expects to take final action on the draft environmental impact report (EIR) or negative declaration.

**LINE 03 & 04 — ADDRESS AND CONTACT**

As in line 01, if the agency responsible for the report is other than the sponsor, list a contact and address of the agency responsible for the report, since the comments will be sent back to that agency.

**LINE 05-10 —** In the description, the actual sponsor of the project, if different than the agency responsible for the report, should be identified, along with the description of the project.

**LINE 18 —** State agencies must submit the final EIR with a second Notice of Intent (serving as a Notice of Completion) to OIM, OPR and the Agency Secretaries at least 14 days prior to final action on the project. The only alteration to the form necessary when a final EIR is submitted, is to change the box for type EIR submitted from draft to final. Also show at the top of the notice, the State Clearinghouse number assigned when the project or EIR was first submitted.

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO RTE 280

HOMEOWNERS MEETING  
BUSINESS MEETING

April 18, 1973

Subject: Homeowners' Meeting  
Lawrence Expressway between Junipero Serra Freeway  
(Route 280) and Northlawn Drive

The Santa Clara County Public Works Department is undertaking preliminary design studies for the proposed widening of Lawrence Expressway between Route 280 and Northlawn Drive. Our current Highway Capital Improvement Program includes the tentative construction of this facility in fiscal year 1973-1974.

You are invited to attend a Homeowners' meeting at 7:30 p.m. on Wednesday, May 2, 1973 in the multi-use room of the Easterbrook Elementary School, 4660 Eastus Drive, San Jose in order to discuss this proposed improvement project. Maps will be on display beginning at 7:00 p.m.

The purpose of this meeting is to solicit and obtain comments from the property owners in the immediate area and the Cities of San Jose and Saratoga whose jurisdictional limits are within the study area.

Hopefully, the comments to be obtained from this meeting will direct us to continue to study the proposals and any new ones that may be developed as a result of this effort.

It is currently anticipated that a design public hearing on this project will be held in July, 1973. At that time the reduced number of concepts will be formally presented for review and comment. Selection of the final design will follow as a result of the engineering studies and comments received at that public hearing.

The initial contact meetings, such as this one, are vital to the successful completion of this study. We hope that you and your neighbors will be in attendance at this meeting.

If you have any questions regarding this matter, please contact Theodore Cicoletti at 299-2362.

Very truly yours,

JAMES T. POTT  
Director

LOUIS MONTINI  
Assistant County Engineer

LM:TAC:vlh

cc: A. R. Turturici  
Robert S. Shook

April 12; 1973

*your copy*  
Mailed 4/12/73

Subject: Business Owners' Meeting  
Lawrence Expressway between Junipero Serra Freeway  
(Route 280) and Northlawn Drive

The Santa Clara County Public Works Department is undertaking preliminary design studies for the proposed widening of Lawrence Expressway between Route 280 and Northlawn Drive. Our current Highway Capital Improvement Program includes the tentative construction of this facility in fiscal year 1973-1974.

You are invited to attend a Business Owners' meeting at 3:00 p.m. on Wednesday, April 25, 1973 in Room E100, the conference room of the Department of Public Works at 1555 Berger Drive, San Jose in order to discuss this proposed improvement project. Maps will be on display beginning at 2:30 p.m.

The purpose of this meeting is to solicit and obtain comments from the Business Owners in the immediate area and the Cities of San Jose and Saratoga whose jurisdictional limits are within the study area.

Hopefully, the comments to be obtained from this meeting will direct us to continue to study the proposals and any new ones that may be developed as a result of this effort.

It is currently anticipated that a design public hearing on this project will be held in July, 1973. At that time the reduced number of concepts will be formally presented for review and comment. Selection of the final design will follow as a result of the engineering studies and comments received at that public hearing.

The initial contact meetings, such as this one, are vital to the successful completion of this study. We hope that you will be in attendance at this meeting.

If you have any questions regarding this matter, please contact Theodore Cicoletti at 299-2362.

Very truly yours,

JAMES T. POTT  
Director

LOUIS MONTINI  
Assistant County Engineer

LM:TAC:vlh

cc: A. R. Turturici  
Robert S. Shook

Sent to the following:

Mr. Yasuto Kato  
1777 Saratoga Avenue  
San Jose, California 95129

Dear Mr. Kato:

First Baptist Church  
1735 Saratoga Avenue  
San Jose, California 95129

Gentlemen:

Mr. Edwin E. Cox  
19161 Cox Avenue  
Saratoga, California 95070

Dear Mr. Cox:

Mr. Harvey N. Koch  
849 Charleston Road  
Palo Alto, California 94303

Dear Mr. Koch:

Mr. James Fox  
14530 Quito Road  
Saratoga, California 95070

Dear Mr. Fox:

Campbell Union High School District  
3235 Union Avenue  
Campbell, California 95008

Gentlemen:

Cupertino Union School District  
10301 Vista Drive  
Cupertino, California 95014

Gentlemen:

San Jose Water Works  
374 West Santa Clara Street  
San Jose, California 95113

Gentlemen:

Doyle Road Company  
P.O. Box 808  
San Mateo, California 94401

Gentlemen:



Weylin Investors Company  
P.O. Box 1438  
San Jose, California 95109

Gentlemen:

Western Title Guaranty  
70 North Second Street  
San Jose, California 95113

Gentlemen:

Mr. John E. Farrar  
P.O. Box 525  
Menlo Park, California 95025

Dear Mr. Farrar:

Mr. Herbert C. Berquist  
1848 Saratoga Avenue  
Ste. 3  
Saratoga, California 95070

Dear Mr. Berquist:

Dr. Merton L. Root  
Westgate Professional Center Partnership  
1848 Saratoga Ave.  
San Jose, California 95129

Dear Dr. Root:

Mr. Joseph A. Burket  
14200 Woodview  
Saratoga, California 95070

Dear Mr. Burket:

George S. Nolte and Associates  
1731 North First Street  
San Jose, California 95112

Attention: Mr. Jim Harper

Gentlemen:

Mr. Renato Martinez  
146 Main Street  
Los Altos, California 94022

Dear Mr. Martinez:

HOMOWNERS COMMUNITY MEETING  
DISCUSSION OF VARIOUS PROPOSALS  
FOR  
THE LAWRENCE EXPRESSWAY WIDENING  
AGENDA

MAY 2, 1973

- I Introduction
- II Development of transportation facilities and the role of Community participation in that process
- III Proposed project schedule
- IV Review of the current physical status of the Expressway
- V Existing traffic and anticipated 1990 traffic
- VI Staff presentation of the concept considered to date
  - A. Northlawn to Saratoga improvement
    - (1A) Transition section with Elmwood Drive a cul-de-sac
    - (1B) Transition section with Elmwood at right turn in and out only
  - B. Saratoga Avenue to Bollinger Road  
Addition of two (2) travel lanes, replacement of existing signal equipment and median landscaping and aesthetic treatment
  - C. Bollinger Rd. at Rte. 280 (Junipero Serra Freeway)  
Replacement of existing signal equipment
- VII Recess -- Opportunity to review maps, photographs and renderings on the walls and discuss the proposal with the staff personnel
- VIII Open Discussion Period. If you have a question or desire to make a statement, please be recognized and address your question(s)/ comments to either a specific staff member or the staff as a whole.
- IX Solicitation of comments. Please note that this is strictly voluntary.
  - A. Personal preference worksheet is provided for your benefit in enabling you to determine which concept you prefer to oppose.
  - B. Comments Questionnaire:  
Any comments you may wish to hand in either at the close of this meeting or mailed to the Public Works Department at a later date will aid the County staff in identifying any significant sentiments or preferences that resulted from today's discussion.

HOMEOWNERS MEETING  
MAY 2, 1973  
LAWRENCE EXPRESSWAY  
PERSONAL PREFERENCE WORK SHEET

CONCEPT	BRIEF DESCRIPTION	YOUR OPINION (+,o,-)	YOUR COMMENTS
(A)	Northlawn to Saratoga		
	1A. Transition Section with Elmwood Drive being a cul-de-sac (as per expressway agreement)		
	1B. Transition Section with Elmwood Drive being a right turn-in-and-out only (will require revised expressway agreement)		
	2. Do nothing		
(B)	Saratoga to Bollinger		
	1. Addition of two travel lanes within the median area, to include replacement of existing signal control equipment, median aesthetic treatment and landscaping		
	2. Do nothing		
(C)	Bollinger to Route 280		
	1. Replacement of existing signal control equipment		
	2. Do nothing		

Any other comments:

For additional information

Address:

Department of Public Works  
County Office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone 299-2362

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ No \_\_\_\_\_ Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement:

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn \_\_\_\_\_  
in and out only

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes ✓

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) (yes)

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement:

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112  
Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac X

1B Transition Section with Elmwood Drive a right turn  
in and out only                     

2. Do nothing                     

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment                     

2. Do-nothing *replace signal* X

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment X

2. Do nothing                     

2. Do you want this project landscaped?

Yes                      No                      Do Not Care                     

3. Was the presentation clear and did you understand the concepts?  
(yes/no) *Yes*

4. Additional Comments: *How important is it to have  
a study on noise barrier*

5. Comments on staff presentation and suggested techniques for  
improvement: *Meeting was very long - forcing people to  
leave, should have had questions & answers at end.*

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112  
Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

F. Keith Marks  
1122 Bontoak Lane  
San Jose, California 95129

257-5469

HOMEOWNERS MEETING  
MAY 2, 1973  
LAWRENCE EXPRESSWAY  
PERSONAL PREFERENCE WORK SHEET

CONCEPT (CHOOSE ONE)	BRIEF DESCRIPTION	YOUR OPINION (+,0,-)	YOUR COMMENTS
(A) Northlawn to Saratoga			
1A.	Transition Section with Elmwood Drive being a cul-de-sac (as per expressway agreement)		
1B.	Transition Section with Elmwood Drive being a right turn-in-and-out only (will require revised expressway agreement)		
2.	Do nothing		
(B) Saratoga to Bollinger			
1.	Addition of two travel lanes within the median area, to include replacement of existing signal control equipment, median aesthetic treatment and landscaping		
2.	Do nothing		
(C) Bollinger to Route 280			
1.	Replacement of existing signal control equipment		
2.	Do nothing		

\* Any other comments: Put NOISE ABATEMENT PARTITIONS UP!

For additional information

Address:

Department of Public Works  
County Office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone 299-2362

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ **x**

2. Do nothing The left turn lane from Lawrence to Prospect  
~~definitely needs extension, but adding another exit to a commercial area will compound~~  
the problem of left turns at the peak traffic hour. They already extend beyond Graves at  
C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ **x**

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ **x**

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: There is a problem existing now with right turns  
off Bollinger who desire to make a left on to Doyle in the short distance. Have witness  
several near misses on this. Won't two exits (into new area & Prospect) create a new  
5. Comments on staff presentation and suggested techniques for similar  
improvement: \_\_\_\_\_ problem  
in the short distance.

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362



1258 Oak Knoll Dr.  
San Jose, Ca. 95129  
May 10, 1973

Mr. Theodore Cicoletti  
Department of Public Works  
County Office Building  
1555 Berger Drive  
San Jose, Ca. 95112

Dear Mr. Cicoletti,

Thanks to you, Mr. Bruce and the others for your presentation of May 2, 1973 to the concerned homeowners regarding your plans for Lawrence Expressway. It was clearly presented and we felt that your staff was attempting to be as open as possible with those present.

My main concern as an adjacent homeowner is the noise factor. We do not live near a stoplight. Rather, our home backs up to the long stretch between Doyle and Prospect which is used as a speedway. Since I feel that the widening would encourage extra cars to use the Expressway at high speeds, I cannot believe your statement that the noise level would be reduced.

As to the flow of traffic on Lawrence, our observation has been that the only time it is ever backed up down here (and then only in the AM rush hour going north), has been when an accident has occurred at a nearby stoplight. There is never a problem in the southbound lanes.

Since Quito Road will never be widened sufficiently, it would seem that encouraging additional traffic on Lawrence would create a worse bottleneck in that area. Also, it would appear that Saratoga's new law affecting lot size will limit growth below Lawrence and affect your projected rate figures. Would not this "proposed" West Valley Freeway handle much of any new traffic created by growth?

Your serious problem seems to be at the intersections. Perhaps your wisest course of action would be to spend your money on the best possible solutions at these points:

a. A second left turn lane onto Prospect from southbound Lawrence

b. Quicker flow of Bollinger-Moorpark traffic in off hours and at peak times (have you ever tried to cross between 5 and 6 on Saturday or Sunday?)

c. A timed light system that would enable traffic to move through from Saratoga past 280 with no stop if they observe a posted speed

d. A solution to the Lawrence-280 mess. Repaint your lane markers so that northbound right-turning traffic could have a longer approach lane. Perhaps make the middle southbound lane an optional left turn

e. The ideal solution to this problem would to use your money to build the south end of an overpass over both 280 and Stevens Creek. Another possibility is to widen the existing overpass.

f. Build an under or over pass at the proposed new left turn north of Prospect (or use your money to find a legal loophole to avoid building it at all). This is going to create a terrible bottleneck and a dangerous situation. If not an over or under pass, could this intersection be moved north to lead into Graves Avenue?

I am not familiar with the Elmwood situation and therefore do not feel qualified to comment on it.

Of course as much landscaping as possible is desirable if you insist on going ahead with this project.

My husband and I appreciate your attempts to inform the homeowners of the situation and highly recommend that you continue to follow this course in the future. Again, thank you.

Sincerely,

*Mrs. Laurence C. Milstead*

Mrs. Laurence C. Milstead

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac 1A

1B Transition Section with Elmwood Drive a right turn  
in and out only                     

2. Do nothing                     

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment                     

2. Do nothing 2

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment 1

2. Do nothing                     

2. Do you want this project landscaped?

Yes ✓

No                     

Do Not Care                     

3. Was the presentation clear and did you understand the concepts?  
(yes/no) (yes)

4. Additional Comments: *WOULD LIKE A NOISE LEVEL RECORDING  
IN FRONT OF OUR HOME.*

5. Comments on staff presentation and suggested techniques for  
improvement:

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

*JAMES MONGIELLO  
1178 FOREST CREEK DR.  
SAN JOSE CA 95129 257-5848*

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ OK

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ yes

2. Do nothing \_\_\_\_\_

*don't set Bollinger traffic crossing  
too quick.*

2. Do you want this project landscaped?

Yes

X

No

Do Not Care

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

yes

4. Additional Comments:

SEE BACK

5. Comments on staff presentation and suggested techniques for  
improvement:

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

Gentlemen:

If the traffic will increase on Lawrence Expwy as you say then it probably best to go to 6 lanes. Our main concern is noise. We live close to the corner of Bollinger and the Expwy. Traffic moving south often involves a drag race with attendant noise. Normal traffic is noisy because of starting up too.

Could anything be done to alleviate the noise? Are there some kind of noise barriers that could be erected on the sides of the Expwy to shield us from the noise? We would appreciate your attention to this aspect.

Thank you for this opportunity to express our view.

James J. Pizze

RECEIVED  
DEPT. OF PUBLIC WORKS  
MAY 15 1973  
COUNTY ENGINEER

# HOMEOWNERS MEETING

Comments Questionnaire - May 2 1973

## LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_ **X**

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_ **X**

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_ **X**

2. Do you want this project landscaped?

Yes \_\_\_\_\_ No \_\_\_\_\_ Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) **yes**

4. Additional Comments: *Please See attached page*

5. Comments on staff presentation and suggested techniques for  
improvement: *Please See attached page*

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112  
Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

## ① Reasons for Negative answers to Questionnaire

a. Providing increased capability for traffic volume on Lawrence will only reduce the need and pressure associated with construction of the West Valley Freeway. It would also seem that construction of the West Valley Freeway would negate the need for any action on Lawrence.

② b. Six lanes on Lawrence to two lanes on Quito will cause so much pressure to widen Quito that this will also be inevitable. This also would reduce the need for the West Valley Freeway, thus again taking pressure off the state.

c. The noise, dirt and air pollution levels from Lawrence already are extremely high. Couple that noise with the aircraft noise from Moffet operations and it would seem that we are subjected to more noise, etc than is normal. Increased traffic volume can only make it worse.

## ② ALTERNATIVE SUGGESTIONS

a. Bring pressure to bear to get the West Valley Freeway going.

b. Complete the Tantau overpass over 280. This will lessen the Lawrence traffic load.

c. Actually analyze the current traffic problems on Lawrence and ~~to~~ work toward correcting those problems. The homeowners meeting made it clear that six laning as planned does nothing to correct the current problems.

### ③ Suggestions for the public hearing

- a. Show a rational basis for development of the projected future traffic levels.
- b. These future ADT's should be shown for Lawrence on both the NORTH and South Sides of 280. ALSO shown for Quito, San Tomas, SARATOGA Ave and TANTAU if the overpass were completed.
- c. Actual measurements of ADT for all of Lawrence, for Quito, Saratoga, San Tomas and STEVENS CREEK.
- d. Present a list of other projects where this money can legally be spent.

### ④ Additional Comments

- a. we would be happy to offer our back yard for Noise and Pollution measurements. The

Address is:

W.R. McBIRNEY  
1162 BENTON LANE  
San Jose, CA, 95129

The phone # is: 253-9350

acceptable times are All day Monday, Wednesday and FRIDAY AFTERNOON.

Thank you for this chance to voice  
our comments

W.R. McBirney



HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_ ✓

B. Saratoga to Bollinger

1. ~~Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment~~ \_\_\_\_\_

2. Do nothing \_\_\_\_\_

*landscaping* ✓

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) *yes*

4. Additional Comments: *Please see next page.*

5. Comments on staff presentation and suggested techniques for  
improvement:

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Telephone: 299-2362

*X For further advice from a long-time resident call 379-1408.*

Regarding Bollinger to Saratoga Ave.

In my opinion, there is no need to add 2 travel lanes between Bollinger and Saratoga Avenue. Despite the number of cars, traffic moves well in this area--even during rush hour. The funding situation, as explained at the May 2nd meeting, seems a poor excuse for initiating such a project. Furthermore, the wide boulevard gives the road such a spacious atmosphere that it is a pleasure to drive there--especially when the wildflowers are in bloom. In fact, this is the most beautiful type of highway landscaping I have seen anywhere! Why couldn't this "natural landscaping" be continued? I'm sure it would be inexpensive, unique, and enjoyed by everyone.

Regarding Prospect to Saratoga Ave.

What would be appreciated here is 1) a walkway from Saratoga Ave. to the entrance of the high school on Prospect Ave. and 2) a reduced speed limit which would make it safer for pedestrians and also prepare drivers for the 35MPH limit on Quito--they do not seem to realize that they are entering a residential area where 2 children and numerous pets have been killed. Lawrence Expressway should logically phase out between Prospect and Saratoga.

Regarding Saratoga Ave. to Northlawn

The unpublicised "agreement" to extend expressway jurisdiction into a residential area brings home (quite literally) the current lack of democratic process in such matters. Phasing out sooner would protect the helpless homeowners who, despite their small number, are constantly effected by highway changes to a far greater degree than the drivers who might cut 1 or 2 minutes off their driving time.

This area does need some improvement, but nothing as drastic as widening the road at the expense of the 125 year old olive trees. What this stretch of road does need is 1) receiving from Paseo Cerro to Northlawn, 2) a vertical curb and gutter, 3) a left turn lane from Quito onto Northlawn (where there have been several rear-end collisions) and 4) landscaping of the ugly triangle just south of Saratoga Ave. (since that area has been bare, it has been windier in winter, hotter in summer, and much, much noisier all the time!) Underground utilities would be great, too.

As I see it, the proposed project would merely change the location of the 1-3 lane divergence, while the more elaborate merging system with boulevard would inconvenience residents of Paseo Cerro, Paseo Flores and Alwood. Since the new shopping center will be so close to the already-existing Westgate area, it can hardly attract additional traffic from the south--traffic will merely diverge after reaching the Saratoga Ave.- Lawrence or Prospect intersections. Possible increase in traffic from future development along Quito is unlikely since there is practically no land left for development until south of the railroad tracks (the route for continuation of West Valley Freeway (15)). Therefore the West Valley Freeway would divert a great percentage of any new traffic from the south, just as it would take care of much traffic from the north (the popular Palo Alto-Saratoga run, for example). We have been waiting for it for years--which sums up my preferences regarding the Lawrence Expressway project in general--

WAIT FOR THE WEST VALLEY FREEWAY!

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing *PROVIDE LEFT TURN LANE, NORTHLAWN* ✓ \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_ ✓

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ No \_\_\_\_\_ Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: *REQUEST VERTICAL CURBS*

5. Comments on staff presentation and suggested techniques for  
improvement: *COMPLETE WEST VALLEY FREEWAY TO ALLEVIATE TRAFFIC*  
*KEEP REAL ESTATE SPECULATORS OFF AND OUT*  
*OF STAFF!*

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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

*THE IDEA THAT CERTAIN TAX MONIES MUST BE SPENT NOW  
OR BE FORFEITED IS A NO GOOD POLICY AND IS PRONE TO  
WASTEFULLNESS.*

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac X

1B Transition Section with Elmwood Drive a right turn  
in and out only                     

2. Do nothing                     

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment                     ✓                    

2. Do nothing                     

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment                     ↓                    

2. Do nothing                     

2. Do you want this project landscaped?

Yes           ✓          

No                                 

Do Not Care                                 

3. Was the presentation clear and did you understand the concepts?  
(yes/no)                     ✓                    

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement:

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HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

X

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing except landscaping \_\_\_\_\_

X

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

Yes

4. Additional Comments: Encourage completion of West Valley Freeway  
Have a straight up-and-down curb along Quito Rd.  
Favor left-turn lane onto Northlawn

5. Comments on staff presentation and suggested techniques for  
improvement:

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Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

Reduce speed limit to 40 miles per hour between Prospect & Saratoga  
Provide walk-way & bicycle lane to Prospect High School from Saratoga

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

X

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing except landscaping \_\_\_\_\_

X

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) Yes

4. Additional Comments: *more relevant*  
✓ Discourage completion of West Valley Freeway!  
✓ Have a straight up-and-down curb along White Road.  
✓ Favor left-turn lane onto Northlawn.

5. Comments on staff presentation and suggested techniques for  
improvement:

Presentation fine--good ideas.

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San Jose, California 95112

Attn: Mr. Theodore Cicoletti

Telephone: 299-2362

✓ Reduce speed limit to 40 miles per hour between Prospect & Saratoga.  
✓ Provide walk-way & bicycle lane to Prospect High School from Saratoga.

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac

1B Transition Section with Elmwood Drive a right turn  
in and out only

2. Do nothing

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment

2. Do nothing

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment

2. Do nothing

2. Do you want this project landscaped?

Yes

No

Do Not Care

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: *We don't actually see the need unless  
Duro Rd were to go somewhere - But if the project is done  
anyhow PLEASE plan to densely landscape the shoulder*

5. Comments on staff presentation and suggested techniques for  
improvement: *Staff could have been better informed.  
Asked for the logic of widening a road badly battle needed*

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Attn: Mr. Theodore Cicoletti

Telephone: 299-2362

*We already  
have too much  
dirt, dust &  
noise. The  
dirt is about  
as bad as the  
noise now. It  
back up to lower  
and keep our  
property value  
will be greatly  
diminished.*

*at Stevens Creek Overpass  
staff seemed unaware  
of the bad southbound  
problem over 2 lane over-  
pass and the northbound  
problem at 280 - Stevens  
Creek right turns.*

*Dorothy Hilla  
Robert Hilla*

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac

1B Transition Section with Elmwood Drive a right turn  
in and out only

2. Do nothing

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment

2. Do nothing

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment

2. Do nothing

2. Do you want this project landscaped?

Yes ☒

No ☐

Do Not Care ☐

3. Was the presentation clear and did you understand the concepts?  
(yes/no) yes

4. Additional Comments: *I am concerned with the potential increase in road noise, and would like a wall*

5. Comments on staff presentation and suggested techniques for improvement:  
*Constructed to dampen the noise regardless of the DB level now or later - It's just too noisy between 6:30 and 7:30 am on weekdays.*  
*Good job*  
*You may use my front yard for sound tests*

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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

*any morning between the above times.*

*1188 Forest Creek Dr.  
San Jose 95124*

*Phone 255-8408*

*Ray Mignogna*



HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A. Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B. Transition Section with Elmwood Drive a right turn \_\_\_\_\_  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ X

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ X

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ X

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: *Can something be done to reduce noise  
coming across Saratoga creek into back yards of homes? Noise barriers?*

5. Comments on staff presentation and suggested techniques for  
improvement:

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County Office Building  
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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

*R. A. Mangold  
1028 Bentock Lane  
San Jose, 95129*

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac ✓

1B Transition Section with Elmwood Drive a right turn  
in and out only           

2. Do nothing           

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment           

2. Do nothing ✓

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment ✓

2. Do nothing           

2. Do you want this project landscaped?

Yes X

No           

Do Not Care           

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: (over) →

5. Comments on staff presentation and suggested techniques for  
improvement: Good presentation

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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

I would like to volunteer my house for noise and carbon-monoxide studies. I live on the NE side of the intersection of Elmwood & Quinto. (Across from Spitzgen's)

My house is drastically affected by the Elmwood/Quinto transition proposal. If you adopt a right turn onto Quinto from Elmwood, cars will be within a few feet of our house. This is dangerous for the children playing at the corner and will cause a severe noise problem. This area will be much safer and quieter if it is a cul-de-sac. This was in the original agreement with the county, and there is no reason to change. I would like to know who's idea it was to present an alternate proposal. Please bring this information to the public hearing. Also, please provide more explicit ~~motivate~~ information for the motivation for this project.

WILLIAM E. FOSTER

5243 ELMWOOD DR

SAN JOSE, CALIF. 95130

379-7234

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. ~~Addition of two (2) travel lanes within the median  
area~~, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Jupipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ ✓

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments:

*Please see attached*

5. Comments on staff presentation and suggested techniques for  
improvement:

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San Jose, California 95112

✓ Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

*DAVID L. NELSON*

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ No \_\_\_\_\_ Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) *yes*

4. Additional Comments: *It seems silly to spend all  
that money and to inconvenience us for 450 ft!*

5. Comments on staff presentation and suggested techniques for  
improvement:

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San Jose, California 95112  
Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

May 4, 1973

Mr. Theodore Cicoletti  
Department of Public Works  
County Office Building

Dear Mr. Cicoletti:

Your meeting of May 2, 1973 was very informative and enlightening. It pointed out several problems that presently exist with the south end of Lawrence Expressway which I believe generated community interest.

My concern with the proposed project is as follows:

1. I believe we should correct excessive troublesome problems before concerning ourselves with difficulties that may arise five years from now. I view present difficulties as:
  - a. The Junipero Serra interchange -- specifically the left turn lane while progressing south on Lawrence Expressway. Frequently left lane traffic backs up blocking the fast lane with the result the remaining open lane moves at an exceedingly slow speed during rush hour peak traffic times.
  - b. The Bollinger Road-Moorpark intersection is quite hazardous when progressing south from that point for the first 150 yards. Basically, four lanes converge into two, which can generate considerable difficulty.
  - c. The signal systems at both of the above locations, as well as the left turn lane on Doyle Road should be carefully reviewed and updated to relieve traffic congestion. Once these three items have been accomplished, then I believe it will be time to actively pursue widening the remaining section of Lawrence Expressway.
2. If you should proceed to widen Lawrence Expressway to six lanes adequate protection from dust and noise should be provided for the adjacent home owners during the construction period. During the initial development of the expressway contractors were working at 2:00 and 3:00 A.M. in the morning, which made it difficult for local people to sleep. The result of this obviously was some pretty irate contractors and local residents. Dust was also a difficult problem and I personally became involved in legal action to insure adequate protection was provided to eliminate excessive and unnecessary dusty conditions.

3. Basically, the planning and beautifying of expressways in the San Jose area is non-existent for all practical purposes. The people in the Palo Alto and Los Altos areas have received excellent cooperation from the County in beautifying their expressways. People in the West Valley have similar pride and I would expect that the beautification project should be made part of the proposed widening contract and not left as an after thought, which is usually never accomplished. If the beautification of the expressway is not considered part of the project widening contract I would like to establish dates when such beautification will occur relative to completion of the widening. In addition, a plan should be developed for the beautification project so the local residents can obtain some idea what the County proposes for such a project. I do not believe the construction of the expressway and the beautification program can be disassociated irrespective of which department of the County has responsibility. It is a total County project and your responsibility to insure an over all program is developed and completed.

Again I wish to thank you and your associates for your very fine presentation. I believe it is this type of discussion which can make community members proud of the area in which they live and certainly appreciate your problems more fully.



David L. Nelson  
1331 Cordelia Avenue  
San Jose, CA 95129

# HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

## LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) ~~travel lanes within the median~~  
~~area~~, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ ☒

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ ☒

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes ☒

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: *We would like to request the  
use of noise abatement walls from Boyle*

5. Comments on staff presentation and suggested techniques for  
improvement:

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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

COUNTY OF  
SANTA CLARA

MAY 4 12 58 PM '73

RECEIVED  
PUBLIC WORKS

*Road to Saratoga Ave? All of those homes, as well  
as the Saratoga Creek Park, were in before the  
Expressway. These people did not choose to live  
by an Expressway. We have lived with the*



RECEIVED  
DEPT. OF PUBLIC WORKS  
MAY 11 1933  
COUNTY ENGINEER

Mr. Elmer Nelson  
1331 Astoria, San Jose  
252-8539

Protection must be long.  
have had reported accidents occurring in  
this section - speaking and the nearest that  
the claimant had come to him out. The  
man who would add as protection from  
come giving claim through the claim that  
and holding a person. In the past the  
Dan-B-B gets an agent next to the  
house.  
Of a petition signed by all the  
residents would be of help - please  
notify me and I shall see that it is  
accomplished.  
Any more necessary may be done at  
San Jose.

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ X

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ X

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes XX No \_\_\_\_\_ Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments: NO EXIT FROM PARKING LOT  
BETWEEN PROSPECT & GRAVES.

5. Comments on staff presentation and suggested techniques for  
improvement:

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac

1B Transition Section with Elmwood Drive a right turn  
in and out only

(2) Do nothing

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment

(2) Do nothing

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

(1) Replacement of existing signal equipment

(2) Do nothing <sup>↑</sup> yes

2. Do you want this project landscaped?

Yes <sup>if it is done -</sup> ☒ No ☐

Do Not Care ☐

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

yes

4. Additional Comments: why plan for 1990 - with smog, Traffic  
problems Today etc - we may not be

5. Comments on staff presentation and suggested techniques for using  
improvement:

Good

many cars in  
1990.

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Telephone: 299-2362

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn \_\_\_\_\_  
in and out only

2. Do nothing \_\_\_\_\_ +

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_ +

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ +

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ +

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

YES

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement:  
PREFER SPENDING FUNDS SOLVING RUSH HOUR LOADS WITH A USEFUL  
TRANSIT SYSTEM, SINCE BY 1990 IT WILL BE ONLY CHOICE.

VERY GOOD

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# HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

## LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac ☒

1B Transition Section with Elmwood Drive a right turn in and out only ☐

2. Do nothing ☐

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median area, replace existing signal equipment, landscaping and aesthetic treatment ☒

2. Do nothing ☐

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

\* 1. Replacement of existing signal equipment ☒

2. Do nothing ☐

2. Do you want this project landscaped? *Please adjust at the Bollinger/280 traffic light intersection to get across Lawrence. Often only 2 or 3 cars get across. If only must wait 15-20 min during peak traffic hours.*  
Yes ☒ No ☐ Do Not Care ☐

3. Was the presentation clear and did you understand the concepts? (yes/no) *yes*

4. Additional Comments: *Please do something about a lane leading onto the 280 ramp when the driver is proceeding northward and wants to make a right turn onto 280 toward San Jose. The lane crossing the curb.*  
5. Comments on staff presentation and suggested techniques for improvement: *Dr. Bump was rather dull & colorless. He should get rid of the monotone in his voice. Remember, this is a public meeting with this material. Even though it might be a little bit of a pain. Thank you!*  
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*intersection backs up so that the driver desiring to make a right turn toward San Jose is unduly delayed. There is room for another lane, but a white line and a motorcycle officer issuing citations each morning prevents the easy flow of traffic at this spot.*

# HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

## LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac ☒

1B Transition Section with Elmwood Drive a right turn in and out only ☐

2. Do nothing ☐

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median area, replace existing signal equipment, landscaping and aesthetic treatment ☒

2. Do nothing ☐

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment ☒

2. Do nothing ☐

*Give a slow mover an extra second. Also adjust pedestrian light so that they go in same direction as traffic on Moraga & Bollinger. (see back)*

2. Do you want this project landscaped?

Yes ☒

No ☐

Do Not Care ☐

3. Was the presentation clear and did you understand the concepts?

(yes/no)

4. Additional Comments: *Please add 4th lane Northward from Mitty to I 280 so that those making right turns*

5. Comments on staff presentation and suggested techniques for improvement:

*This is good Public Relations.*

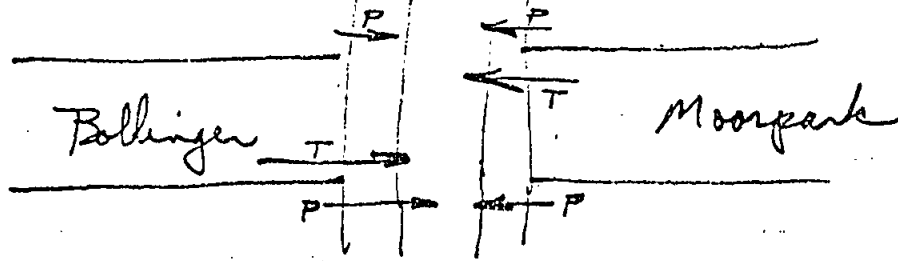
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Telephone: 299-2362

*→ onto I 280 are not trapped behind traffic exiting onto Stevens Creek. That traffic officer there in the morning should have more productive work to do. The space is there — just paint the lanes in.*

Pedestrians on this side  
should walk when Moorpark  
has green light.



Pedestrians on this  
side should walk  
when Bollinger  
has green light.

You can sample the sound level at my house  
but I think I am too far away to be of value.

Wm. Olsen  
1248 Oak Knoll Dr.  
S.J. 95129  
253-6640

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn in and out only ✓

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median area, replace existing signal equipment, landscaping and aesthetic treatment ✓

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment ✓

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes ✓

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts? (yes/no)

4. Additional Comments: yes

5. Comments on staff presentation and suggested techniques for improvement:

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Attn: Mr. Theodore Cicoletti  
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HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac

1B Transition Section with Elmwood Drive a right turn  
in and out only

2. Do nothing

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment

2. Do nothing

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment

2. Do nothing

2. Do you want this project landscaped?

Yes

No

Do Not Care

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

yes

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement:

May be handed in at close of meeting or mailed to:

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Attn: Mr. Theodore Cicoletti

Telephone: 299-2362

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes ☒ \_\_\_\_\_

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) ☒ (yes) ☐ (no)

4. Additional Comments:

*A noise abatement wall  
by Doyle, to Forest Ct.*

5. Comments on staff presentation and suggested techniques for  
improvement:

*Very well done.*

May be handed in at close of meeting or mailed to:

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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac

1B Transition Section with Elmwood Drive a right turn  
in and out only

2. Do nothing

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment

2. Do nothing

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment

2. Do nothing

2. Do you want this project landscaped?

Yes ✓✓✓

No           

Do Not Care           

3. Was the presentation clear and did you understand the concepts?

(yes/no)

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement:

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San Jose, California 95112  
Attn: Mr. Theodore Cicoletti  
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HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ ✓

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes \_\_\_\_\_ ✓

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no) \_\_\_\_\_

YES

4. Additional Comments:

5. Comments on staff presentation and suggested techniques for  
improvement: "Shorten Recess" and open discussion so all can

hear opinions, problems, etc.

May be handed in at close of meeting or mailed to:

Department of Public Works  
County office Building  
1555 Berger Drive  
San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

cc: [unclear]  
[unclear]  
[unclear]

HOMEOWNERS MEETING  
Comments Questionnaire - May 2, 1973  
LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only \_\_\_\_\_

2. Do nothing \_\_\_\_\_ X

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment \_\_\_\_\_

2. Do nothing \_\_\_\_\_ X

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment \_\_\_\_\_ X

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes X

No \_\_\_\_\_

Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

YES

4. Additional Comments:

*Why not use funds to present a usable transit system instead  
of more roads?*

5. Comments on staff presentation and suggested techniques for  
improvement:

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HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac \_\_\_\_\_

1B Transition Section with Elmwood Drive a right turn  
in and out only X

2. Do nothing \_\_\_\_\_

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment X

2. Do nothing \_\_\_\_\_

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment X

2. Do nothing \_\_\_\_\_

2. Do you want this project landscaped?

Yes X No \_\_\_\_\_ Do Not Care \_\_\_\_\_

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

4. Additional Comments:

NONE

5. Comments on staff presentation and suggested techniques for  
improvement:

GOOD

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Telephone: 299-2362

HOMEOWNERS' MEETING

LAWRENCE EXPRESSWAY

JUNIPERO SERRA FWY (RT. 250) TO NORTHLAWN DR.

MAY 2, 1973

17

- |     | Name                  | Address              |
|-----|-----------------------|----------------------|
| 1.  | Mr & Mrs Kessel       | 5390 Lessor Av 59    |
| 2.  | Raymond Levine & Mrs. | 1361 Cordelia Ave    |
| 3.  | Mr & Mrs M. Tortore   | 1350 Oak Knoll Drive |
| 4.  | Jon Pizzo             | 1032 Bentock Ln      |
| 5.  | Robert Mangold        | 1028 Bentock Ln      |
| 6.  | John B. Blumrain      | 527 E. Elmwood       |
| 7.  | J. Nagaschi           | 1453 Maurice Ln      |
| 8.  | DAVID L. NELSON       | 1331 CORDLIA AVE.    |
| 9.  | Mrs. M. Snook         | 1324 Oak Knoll Drive |
| 10. | Melvin M. Olsen       | 1248 Oak Knoll Dr.   |
| 11. | Mrs. Melvin M. Olsen  | 1248 Oak Knoll Drive |
| 12. | Susan Snook           | 12525 Quin To Rd.    |
| 13. | Pauline Snook         | 12525 Quin To Rd.    |
| 14. | R. B. McKenney        | 1068 Bentock Lane    |
| 15. | Mrs. A. N. Haig       | 1234 Oak Knoll Dr.   |

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HOMEOWNERS' MEETING

LAWRENCE EXPRESSWAY

JUNIPERO SERRA FWY (RT. 280) TO NORTHLAWN DR.

MAY 2, 1973

- |     | Name                         | Address                     |
|-----|------------------------------|-----------------------------|
| 1.  | JAMES MONGIELLO              | 1178 FOREST CREEK DR.       |
| 2.  | Raphael M. Mignogna          | 1188 Forest Creek Dr. S.J.  |
| 3.  | William R. McBIRNEY          | 1162 BENTON LN - S.J. 95129 |
| 4.  | AW Alexander                 | 1294 Lake Knolls S.J.       |
| 5.  | Mr & Mrs C. R. Merino        | 1056 Benton Ln S.J.         |
| 6.  | Mr. & Mrs. William E. Foster | 5293 ELMWOOD DR S.S.        |
| 7.  | Mr & Mrs F. Keith Mabe       | 1122 Benton Ln. S.J.        |
| 8.  | Frank Harrison               | 1481 English Dr S.J.        |
| 9.  | Rosemarie Reed               | 1162 Forest Creek Dr.       |
| 10. | Donald Reed                  | 1162 Forest Creek Dr.       |
| 11. | Daniel T. Hansen             | 12565 Quinta Rd.            |
| 12. | Shera Rappaport              |                             |
| 13. | W. Shultz                    | 1487 Beane Dr. S.J.         |
| 14. | Mr. W. E. Burtz              | 1504 Peterson Ave S.J.      |
| 15. | RQ Curran                    | 1405 English Dr. S.J.       |



JUNIPERO SEKRA FWY (RT. 280) TO NORTHLAWN DR.

Name

Address

- | NAME   | Address                                |
|--|--|
| 1. Mrs. Palazzo - Viora<br>Lester Breedert           | 13425 Quito Rd.<br>12450 PASEO CENTRAL |
| 2. Robert E. Ingram                                  | 1052 BENT OAK LN                       |
| 3. Mr. & Mrs. Ernest Macchi                          | 12500 Quito Rd.                        |
| 4. Mrs. Belmira Macchi                               | 12500 Quito Rd.                        |
| 5. Mr. & Mrs. White                                  | 1545 GREENS DR                         |
| 6. Mrs. Frank A. Howard                              | 1539 Greene Ave                        |
| 7. Mrs. B.D. Hildebrand                              | 1158 BENT OAK DR.                      |
| 8. Mrs. <del>Theresa</del> <u>Theresa</u> Hildebrand | 1258 Oak Knoll Dr. S.                  |
| 9. Robert & Dorothy Hilla                            | 1154 BENT OAK LN S.J.                  |
| 10. Bob & Vicki Poulos                               | 5353 Lassen Ave S.J.                   |
| 11. Patrick & Sandra McIsaac                         | 1310 Oak Knoll Dr. S.D.                |
| 12. Glenn S. Pappas                                  | 12585 Quito Rd. S.                     |
| 13. Mr. & Mrs. J.E. King                             | 1154 Forest Gk. Dr. S.                 |
| 14. Lee & Kay Ritchey                                | 1318 Oak Knoll Dr.                     |
| 15. Mr. & Mrs. D.E. Voris                            | 1358 Oak Knoll Dr.                     |

MAY 2, 1973

7

- |     | <u>Name</u>               | <u>Address</u>                      |
|-----|---------------------------|-------------------------------------|
| 1.  | A. W. SIMILA              | 1302 OAK KNOLL DR<br>SAN JOSE 95129 |
| 2.  | BOB TROTTER               | 1495 GREENS DR<br>S.F.              |
| 3.  | Mr. & Mrs. L. D. Williams | 1228 Oak Knoll Dr S.F.              |
| 4.  | Mr. & Mrs. L. J. Thompson | 1252 Oak Knoll Dr.                  |
| 5.  | P. L. Fisher              | 5292 Elmwood Dr                     |
| 6.  |                           |                                     |
| 7.  |                           |                                     |
| 8.  |                           |                                     |
| 9.  |                           |                                     |
| 10. |                           |                                     |
| 11. |                           |                                     |
| 12. |                           |                                     |
| 13. |                           |                                     |
| 14. |                           |                                     |
| 15. |                           |                                     |

# HOMEOWNERS MEETING

Comments Questionnaire - May 2, 1973

## LAWRENCE EXPRESSWAY

1. Please indicate your preference if you so desire.

A. Northlawn to Saratoga Ave

1A Transition Section with Elmwood Drive a cul-de-sac +

1B Transition Section with Elmwood Drive a right turn  
in and out only →

2. Do nothing —

B. Saratoga to Bollinger

1. Addition of two (2) travel lanes within the median  
area, replace existing signal equipment, landscaping  
and aesthetic treatment 0

2. Do nothing 0

C. Bollinger Rd. to Route 280 (Junipero Serra Freeway)

1. Replacement of existing signal equipment 0

2. Do nothing 0

2. Do you want this project landscaped?

Yes ✓ No                      Do Not Care                     

3. Was the presentation clear and did you understand the concepts?  
(yes/no)

*Generally yes*

4. Additional Comments:

*See attached page*

5. Comments on staff presentation and suggested techniques for  
improvement:

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County Office Building  
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San Jose, California 95112

Attn: Mr. Theodore Cicoletti  
Telephone: 299-2362

traffic flow system  
Elmwood in 4th & N

Shapiro Auto. Inc.  
Phone 1-2-2-2222

1-2-2-2222

2 new shopping centers

Shapiro's 50 is 6000 sq ft

Location of 8' building  
Location map on

Map of 1-2-2-2222  
Map of 1-2-2-2222

Map of 1-2-2-2222  
Map of 1-2-2-2222

Map of 1-2-2-2222  
Map of 1-2-2-2222

# Comments on the Proposed Program for Widening Lawrence Exposure

## Widening Lawrence Exposure

The program to spend the currently available

federal money on widening the Lawrence Exposure section  
portion does not answer any immediate need for  
increased traffic capacity. As was brought out by  
the staff of the long presentation - no added requirements  
are seen - even in 1980.

The immediate requirement is to eliminate

the bottlenecks at the Lawrence - 285 interchange.  
This was brought on by short sightedness on the  
impact & traffic of growing a new section of 285.

As more 285 connections are made to both South  
freeways in the East Valley area - things will get worse.  
The staff pointed out that the federal money cannot  
be spent at that intersection.

A much more critical program is to provide

for Lawrence accommodation by developing  
and putting in a network of bypasses. This area  
to the north is already a "car bound" no-man's-land.

Large distances to "yards" over the mountains of

agriculture traffic, often there have been any

coordination with Larry Walsh? Is any

planned? - the story did not indicate

any knowledge that transportation would be

achieved by anything but automation or trucks.

I know that this may be strongly stated, but the

need to promote's got and Diego & Tupper

must start operations. This seems to be an

ideal time to start.

On the handling of elements and interaction

with Quits (Soren Hansen?). Tupper things

the relationship and system operation and

about-out users. With the development of the

shopping earlier example of the Quits - Soren -

linguistic interaction area will involve it to

The authentic look of the road in light years. The

original plan was for a cut-de-see. Why change?

who suggested it? Developmental? The

answers to putting questions were not clear.

Why the reading must be understood, why the any

work with Soren at all? Understanding the

standing zone for a look, only answer the

distance that the "functional story stop

drivers can use. Near accidents are common  
now. Adding more accelerating distance is not  
a safe measure. It will increase changes.  
The confirmed position of angle car,  
high speed, multi-lane traffic flow seems wrong.  
I request no street widening, but effort and  
funds which are available to be spent on  
encouraging fast and open traffic.

Sincerely yours

John B. Williams  
5278 Elmwood Dr.  
San Jose Calif  
95130

- 379-1458

P.S. When in the format public hearings?

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO RTE 280

F. A. S. AGREEMENTS



County of Santa Clara

Department of Public Works  
1555 Berger Drive  
San Jose, California 95112

California

TRANSMITTAL MEMORANDUM

*your copy*  
S.D. All

Page      of     

DATE: February 6, 1974

FOR: BOARD OF SUPERVISORS AGENDA OF February 19, 19 74

FROM: MONTINI, PUBLIC WORKS, ENGINEERING

TITLE: RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA CONFIRMING TRANSFER OF FUNDS BETWEEN SANTA CLARA COUNTY AND SONOMA COUNTY.

DESCRIPTION:

FY 1973-74 FAS funds are designated for use on Federal Aid Secondary Road Systems in rural areas only.

Pre-FY 1973-74 FAS funds may be used on Federal Aid Secondary Road Systems in urban areas or rural areas.

This transfer will allow the County to continue the improvement of the Expressway System in urban areas using FAS funds.

Sonoma County has use for the FY 1973-74 funds and is willing to make the transfer.

Approval is recommended.

After approval send a fully executed copy to:

Sonoma County  
Department of Public Works  
2555 Mendocino Ave.  
Santa Rosa, California

Send three certified copies to:

Mr. Thomas R. Lammers  
District Engineer  
Department of Transportation, District IV  
P.O. Box 7885, Rincon Annex  
San Francisco, California 94120

Attention: Mr. Frank White, City and County  
Liaison Engineer

LM:TAC:vlh  
attachments

cc: SAB

APPROVED: JAMES POTT           

HOWARD CAMPEN           

AGENDA DATA: DATE: 2-19-74

BOARD ACTION:                     

ITEM NO: 4

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA  
CLARA CONFIRMING TRANSFER OF FUNDS BETWEEN SANTA CLARA COUNTY  
AND SONOMA COUNTY

WHEREAS, by Resolution, adopted by this Board of Supervisors on December 26, 1973, the County of Santa Clara claimed its full 1973-74 fiscal year Federal Aid Secondary and State Highway Matching Funds apportionment; and

WHEREAS, under provisions of the 1973 Federal Highway Act, the aforesaid 1973-74 fiscal year highway funds are designated for use on Federal Aid Secondary Road Systems in rural areas; and

WHEREAS, Sonoma County has funds available from pre-1973-74 fiscal years' allocations of Federal Aid Secondary and State Highway Matching Funds; and

WHEREAS, Santa Clara County has 1973-74 fiscal year Federal Aid Secondary and State Highway Matching Funds available for exchange; and

WHEREAS, Federal Aid Secondary Funds claimed by counties for pre-1973-74 fiscal years may be used on Federal Aid Secondary Road Systems in urban areas; and

WHEREAS, in accordance with Section 2213 (b) of the Streets and Highway Code, funds may be transferred between counties with the approval of the State Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED that Santa Clara County agrees to transfer One-Hundred Sixty-Nine Thousand Five Hundred Fifty-Nine Dollars (\$169,559) in Federal Aid Secondary Funds and Eighty-Four Thousand Seven-Hundred Eighty Dollars (\$84,780) of State Highway Matching Funds from fiscal year 1973-74 to Sonoma County on the condition that Sonoma County transfers the above mentioned amount of pre-1973-74 Federal Aid Secondary and State Highway Matching Funds

to Santa Clara County.

BE IT FURTHER RESOLVED, that the Director of Public Works is hereby directed to forward three certified copies of this Resolution to the District Director, District 4, Department of Transportation, for necessary processing.

COUNTY OF SANTA CLARA

By \_\_\_\_\_  
Chairman, Board of Supervisors  
"County"

ATTEST: DONALD M. RAINS, Clerk  
Board of Supervisors

\_\_\_\_\_

COUNTY OF SONOMA

By \_\_\_\_\_

APPROVED AS TO FORM:

*James C. Thompson*  
Assistant/Deputy County Counsel

DATE: *February 6, 1974*

# COUNTY OF SONOMA

## PUBLIC WORKS DEPARTMENT

DONALD B. HEAD  
PUBLIC WORKS DIRECTOR  
ROAD COMMISSIONER-SURVEYOR

117A ADMINISTRATION BUILDING  
2555 MENDOCINO AVENUE  
SANTA ROSA, CALIFORNIA 95401

TELEPHONE  
(707) 527-2231

February 14, 1974

Re: Transfer Funds -  
Shasta and Sonoma Counties  
Santa Clara and Sonoma Counties

Mr. Frank T. White  
City and County Liaison Engineer  
State Department of Transportation  
P. O. Box 7885, Rincon Annex  
San Francisco, CA 94120

Dear Mr. White:

Enclosed are three certified copies of the following:

Board of Supervisors Resolution 43560, dated February 11, 1974,  
confirming transfer of specified funds between Sonoma County  
and Shasta County.

( Board of Supervisors Resolution 43561, dated February 11, 1974,  
confirming transfer of specified funds between Sonoma County  
and Santa Clara County. )

Very truly yours,

DONALD B. HEAD  
DIRECTOR OF PUBLIC WORKS

  
\_\_\_\_\_  
R. St. Acheson  
Assistant Surveyor

Enclosures

ATTEST: FEB 11 1974

EUGENE D. WILLIAMS

County Clerk & ex-officio Clerk of the Board of Supervisors of the County of Sonoma, California.

BY E. Williams DEPUTY

Resolution No. 43561

County of Sonoma  
Administration Center  
Santa Rosa, CA 95401

February 11, 1974

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SONOMA CONFIRMING  
TRANSFER OF FUNDS BETWEEN SONOMA COUNTY AND SANTA CLARA COUNTY

WHEREAS, Sonoma County has funds available from the 1972-73 fiscal year allocation of Federal Aid Secondary and State Highway matching funds; and

WHEREAS, Santa Clara County has 1973-74 fiscal year Federal Aid Secondary and State Highway matching funds available for exchange; and

WHEREAS, in accordance with Section 2213(b) of the Streets and Highway Code, funds may be transferred between Counties with the approval of the State Department of Transportation; now

THEREFORE BE IT RESOLVED, that Sonoma County agrees to transfer One Hundred Sixty-Nine Thousand, Five Hundred Fifty-Nine Dollars (\$169,559) in Federal Aid Secondary Funds, and Eighty-Four Thousand, Seven Hundred Eighty Dollars (\$84,780) of State Highway matching funds from Fiscal Year 1972-73 to Santa Clara County, on the condition that Santa Clara County transfers the above mentioned amount of 1973-74 Federal Aid Secondary and State Highway Matching Funds to Sonoma County.

The foregoing resolution was introduced by Supervisor Hinkle who moved its adoption, seconded by Supervisor Joerger and adopted on roll call by the following vote:

Supervisor Joerger

Aye

Supervisor Hinkle

Aye

Supervisor Spomer

Aye

Supervisor Theiller

Aye

Supervisor Vella

Aye

Ayes: \_\_\_\_\_ Noes: 0 Absent or not voting: 0

WHEREUPON, the Chairman declared the above resolution adopted.

and

SO ORDERED

County of Santa Clara  
California

TRANSMITTAL MEMORANDUM

*your copy*  
S.D. 4 & 5

Page \_\_\_ of \_\_\_

DATE: June 13, 1973

FOR: BOARD OF SUPERVISORS AGENDA OF June 26, 19 73  
FROM: MONTINI, PUBLIC WORKS, ENGINEERING  
TITLE: COUNTY-STATE AGREEMENT NO. 31, REVISED NO. 2 FAS PROJECT -  
ON LAWRENCE EXPRESSWAY BETWEEN SARATOGA AVENUE AND ROUTE 280

DESCRIPTION:

This agreement provides for FAS funds for the widening of Lawrence Expressway between State Route 280 and Saratoga Avenue from four (4) lanes to six (6) lanes plus noise abatement devices and aesthetic treatment.

This revision will allow the County to award the project in FY 1974-1975 instead of FY 1973-1974. The additional time is required to hold public hearings.

Approval is recommended.

Upon execution please return the original and one copy with a copy of the authorizing resolution attached to each to:

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P.O. Box 3366, Rincon Annex  
San Francisco, California 94119

Attention: Mr. G. Stan Magowan  
Assistant District City & County  
Liaison Engineer

LM:TAC:vlh

attachments

APPROVED: JAMES POTT \_\_\_\_\_ HOWARD CAMPEN \_\_\_\_\_

AGENDA DATA: DATE: \_\_\_\_\_ BOARD ACTION: \_\_\_\_\_  
ITEM NO: \_\_\_\_\_

County of Santa Clara

California

Office of the Board of Supervisors  
524 County Administration Building  
70 West Hedding Street  
San Jose, California 95110  
299-2323 Area Code 408

Sig Sanchez, District 1  
Dominic L. Cortese, District 2  
Dan Mc Corquodale, District 3  
Ralph H. Mehrkens, District 4  
Victor Calvo, District 5

June 26, 1973

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P.O. Box 3366, Rincon Annex  
San Francisco, California 94119

Attention: Mr. G. Stan Magowan  
Assistant District City & County  
Liaison Engineer

Subject: County-State Agreement No. 31, Revised No. 2  
FAS Project - Lawrence Expressway Between  
Saratoga Avenue and Route 280  
Project Number S-1001(1)

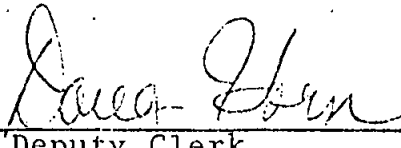
Gentlemen:

Enclosed you will find an original and two copies of  
subject Agreement between the County of Santa Clara and  
the State of California. Also enclosed are three copies  
of the authorizing Resolution as adopted by the Board of  
Supervisors at its regularly scheduled meeting on June 26,  
1973.

After execution of this Agreement by you, would you please  
return the copy so marked to this office.

Very truly yours,

BOARD OF SUPERVISORS  
Donald M. Rains, Clerk

By:   
Deputy Clerk

DMR/dgh  
Enclosures

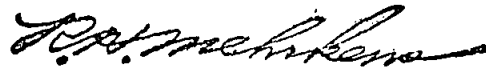
cc: Public Works - Engineering, Montini

RESOLUTION OF THE BOARD OF SUPERVISORS  
AUTHORIZING EXECUTION OF A HOLDOVER  
AGREEMENT FOR FAS FUNDS FOR CONSTRUCTION  
ON LAWRENCE EXPRESSWAY

BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California, does hereby authorize the Chairman of this Board to execute on behalf of the County of Santa Clara that certain agreement between the State of California Department of Public Works (Division of Highways) and the County of Santa Clara providing for the construction of a portion of Lawrence Expressway, said agreement being more particularly described as "County-State Holdover Agreement No. 31 Revised, Number 2, Federal-Aid Secondary Roads" and being Federal Project S-1001(1).

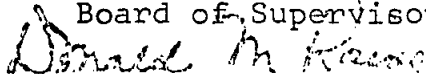
PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on JUN 26 1973  
by the following vote:

AYES: MEHRKENS, SANCHEZ, CALVO, CORTESE, MC CORQUODALE  
NOES: NONE  
ABSENT: NONE




Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk  
Board of Supervisors



APPROVED AS TO FORM:

  
Assistant/Deputy County Counsel

DATE:

THE FOREGOING INSTRUMENT IS A  
CORRECT COPY OF THE ORIGINAL  
ATTEST: DONALD M. RAINS  
CLERK, BOARD OF SUPERVISORS

BY \_\_\_\_\_  
Deputy Clerk

DATE: JUN 26 1973



COUNTY-STATE AGREEMENT NO. 31 HOLDOVER, REVISED #2  
FEDERAL-AID SECONDARY OR  
EXCHANGE FUND PROJECT

04 SANTA CLARA  
District County

PROJECT NUMBER S-1001(1)

LAWRENCE EXPRESSWAY  
.....

JUN 26 1973

THIS AGREEMENT, made in duplicate this .... day of ....., 19.73., by and between the COUNTY OF SANTA CLARA, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the STATE OF CALIFORNIA, acting by and through the Division of Highways of the Department of Public Works, hereinafter referred to as "STATE".

WITNESSETH

WHEREAS, under the provisions of Title 23, United States Code and other Federal-aid Highway Acts Federal funds are authorized to be appropriated for expenditure on a system of secondary roads to be selected by the state highway departments in cooperation with local road officials, and such a system has been selected and Federal funds have been appropriated for expenditure thereon; and

WHEREAS, as provided by the Secondary Highways Act of 1951 and Section 2200 et seq. of the Streets and Highways Code, Federal or Exchange funds and certain matching monies from the State Highway Fund have been apportioned to County for the construction of a Federal-aid Secondary or Exchange Dollar project selected by COUNTY in cooperation with STATE and described in Exhibit "A" hereto; and

WHEREAS, under Federal Law, STATE is required to enter into an agreement with COUNTY relative to prosecution of the said project and maintenance of the completed work.

NOW, THEREFORE, the parties agree as follows:

ARTICLE I - Contract Administration

1. The project or projects described in Exhibit A, hereinafter referred to as "the project" shall be constructed as provided in this agreement.

2. Construction work:

(a) FAS construction shall be performed by contract. STATE/COUNTY shall make final preparations for advertising, advertise and award the contract, and make payments to the contractor as the same become due.

(b) Exchange Dollar Construction may be performed by contract or by day labor at the option of the COUNTY provided the competitive bidding requirements of State or local agency laws (whichever are applicable) are met.

3. The estimated cost of the project is as shown in Exhibit A hereto. A contract for an amount in excess of said estimate may be awarded and project expenditures may exceed said estimate if both (STATE and COUNTY concur in the amount of and the necessity for the excess and sufficient money is available to finance same.

4. Administration of project:

(a) If STATE is to administer the project, COUNTY shall deposit its share of the estimated cost as specified on Exhibit A with the STATE prior to the time funds are required to reimburse contractor. STATE will bill COUNTY for amount due immediately following Contract award or at option of COUNTY will submit monthly bills during the life of the Contract. Funds deposited prior to award which are in excess of requirements, will be immediately refunded to COUNTY. Should COUNTY fail to pay monies due STATE within 30 days of demand or within such other period as may be agreed between the parties hereto, STATE, acting through State Controller, shall withhold an equal amount from future apportionments due COUNTY from the Highway Users Tax Fund.

(b) If COUNTY is to administer the project, STATE shall pay the proportionate Federal and State shares of the eligible participating costs within twenty (20) days of COUNTY'S submittal of acceptable monthly progress pay estimates for expenditures on an awarded project.

(c) If the project is a cooperative project and includes work on a state highway, the project shall be the subject of a separate cooperative agreement between the State and County.

5. STATE shall exercise general supervision over FAS work and may assume full and direct control over the project whenever STATE, in its sole discretion, shall determine that STATE'S responsibility to the United States so requires.

6. The Congress of the United States, the Legislature of the State of California, and the Governor of the State of California, each within their respective jurisdictions, have prescribed certain employment practices with respect to contract and other work financed with Federal or State funds. COUNTY shall insure that work performed under this agreement is done in conformance with the rules and regulations embodying such requirements where they are applicable. Any agreement or service contract entered into by COUNTY for the performance of work connected with the project shall incorporate Exhibit B attached hereto.

7. Ineligible Work:

(a) On projects subject to Federal regulations, all costs properly chargeable to the project but ruled ineligible under Federal-aid Highway Acts shall be paid by COUNTY and shall not be reimbursed by STATE.

(b) On projects subject to only STATE regulations, the Exchange Dollar Funds may be used only for road purposes (to FAS standards) on or off the Federal-aid Secondary System.

8. After completion of all work under this agreement and after all costs are known, any unused COUNTY money shall be refunded. COUNTY monies deposited for preliminary engineering, construction engineering, and contract work shall be considered to be interchangeable, and shortages of COUNTY money in one such category may be made up from unused COUNTY money in another category. When the amount of unused COUNTY money is substantial and there is an unusual delay in determining final costs, STATE shall upon request make an interim refund of the funds known to be in excess.

9. When requested by COUNTY, STATE shall arrange for payment of available project funds for royalties due a property owner for borrow material furnished to the contractor for the project under an agreement between the property owner and COUNTY which has been approved by STATE. A certified copy of such agreement must be filed with STATE.

10. When the project includes work to be performed by a railroad, the contract for such work shall be entered into by COUNTY or by STATE, at COUNTY'S option. A contract entered into by COUNTY for such work must have the prior approval of STATE. In either event, COUNTY shall enter into an agreement with the railroad providing for maintenance of the protective devices or other facilities installed under the service contract. At the request of COUNTY, STATE shall make direct payment of project funds to a railroad for work performed under a contract between COUNTY and the railroad.

ARTICLE II - Rights of Way

1. Such rights of way as are necessary for the construction of the project shall be furnished by COUNTY, and no contract for the construction of the project or any portion thereof shall be awarded until the necessary rights of way have been secured. Prior to the advertising of the project COUNTY shall furnish STATE with evidence that necessary rights of way are available for construction purposes or will be available by the time bids are opened.

2. The furnishing of rights of way as provided for herein includes in addition to all real property required for the improvement, free and clear of obstructions and encumbrances, the payment of damages to real property not actually taken but injuriously affected by the proposed improvement, COUNTY shall pay from its funds the cost of acquiring rights of way and any costs which arise out of right of way

litigation, or out of delays to the contractor because utility facilities have not been removed or relocated, or because rights of way have not been made available to the contractor for the orderly prosecution of the work.

3. Whether or not Federal-aid is to be requested for right of way, should COUNTY, in acquiring right of way for FAS improvement, displace an individual, family, business, farm operation, or non-profit organization, relocation payments and services will be provided as set forth in Chapter 5 of Title 23, U. S. Code. The public will be adequately informed of the relocation payments and services which will be available and to the greatest extent practicable no person lawfully occupying real property shall be required to move from his dwelling or to move his business or farm operation without at least 90-days written notice from the COUNTY. COUNTY will provide the State with specific assurance, on each project, that no person will be displaced until comparable decent, safe and sanitary replacement housing is available within a reasonable period of time prior to displacement, and that COUNTY'S relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons for the project as provided in FHWA Instructional Memorandum 80-1-71, dated April 30, 1971. Exchange Dollar projects will comply with applicable State laws.

#### ARTICLE III - ENGINEERING

1. "Preliminary engineering" as used herein includes all preliminary work related to the project, including but not restricted to preliminary surveys and reports, laboratory work, soil investigations, preparation of plans, designs, and advertising. "Construction engineering" as used herein includes actual inspection and supervision of construction work, construction staking, laboratory and field testing, field reports and records, estimates, final reports, and allowable expenses of employees engaged in such activities.

2. Preliminary and construction engineering costs included in the estimate contained in Exhibit A may be financed with project funds. The remainder of such costs shall be financed by COUNTY without reimbursement. When preliminary engineering or construction engineering costs incurred by COUNTY are to be financed with project funds, STATE shall reimburse COUNTY for services performed on the basis of the actual cost thereof to COUNTY, including compensation and expense of personnel working on the project, required materials, and automotive expense provided, however, that COUNTY shall contribute its general administrative and overhead expense. Payments for such services shall be made by STATE upon receipt of invoices from COUNTY prepared in such form and supported by such detail as may be prescribed by STATE.

3. Unless the parties shall otherwise agree in writing, COUNTY'S employees shall perform all engineering work. When preliminary or construction engineering for the project is performed by STATE, charges therefor shall include an assessment on direct labor costs in accordance with Section 8755.1 of the State Administrative Manual. The portion of such charges not financed with Federal funds or State-supplied matching funds or Exchange funds shall be paid from funds of COUNTY.

#### ARTICLE IV - Miscellaneous Provisions

1. If Federal funds are used for this project, this agreement shall have no force or effect unless and until the project is approved by the United States, nor shall any of the Federal and State matching funds provided herein be expended unless and until the Federal Government has agreed and is obligated to reimburse STATE in full for the amount of Federal funds to be expended.

2. In the event that the project is programmed on a stage construction basis, COUNTY shall complete the project to its final stage, with or without Federal aid, at such time as traffic or other conditions warrant and in a manner satisfactory to STATE. Should the work covered by this agreement involve a bridge without approaches, within a period of two (2) years after completion of the bridge COUNTY shall cause such approaches to be constructed, with or without Federal aid, to design standards acceptable to STATE.

3. The cost of maintenance performed by COUNTY forces during any temporary suspension of the work may be charged to COUNTY funds in the project if such are available therefor.

4. (a) Neither STATE nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully indemnify and hold STATE harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement.

(b) Neither COUNTY nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work authority or jurisdiction not delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, STATE shall fully indemnify and hold COUNTY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this agreement.

5. Auditors of STATE and the United States shall be given access to COUNTY'S books and records for the purpose of checking costs paid or to be paid by STATE hereunder.

6. Upon acceptance of the completed project by the awarding authority, or upon the contractor being relieved of the duty of maintaining and protecting certain portions of the work, COUNTY shall maintain the project or such portions of the work in a manner satisfactory to STATE. If, within ninety days after receipt of notice from STATE that the project or any portion thereof is not being properly maintained, COUNTY has not remedied the conditions complained of to STATE'S satisfaction, STATE may withhold the programming of further Federal-aid secondary projects of COUNTY until the project shall have been put in a condition of maintenance satisfactory to STATE.

7. The maintenance referred to in the preceding paragraph includes not only the preservation of the general physical features of the roadway, roadside, and surfacing, but also all safety and regulatory features, devices and appurtenances built into the project, and none of said safety features, devices and appurtenances shall be removed, eliminated or decreased in effectiveness without the prior approval of STATE. Safety features to be maintained include a roadside clear of utilities and other obstructions or features which may be a hazard to a motorist who inadvertently leaves the traveled way. No utility pole, tower, or other obstruction shall be placed within the right of way without the prior approval of governing body of the jurisdiction in which the project is located and, where clearances to the traveled way are less than those prescribed by STATE, without prior approval of STATE.

#### ARTICLE V - Accommodation of Utilities

Utility facilities (as defined in U. S. FHWA Policy and Procedure Memorandum 30-4.1) may be accommodated on the right-of-way provided such use and occupancy of the highway right-of-way does not interfere with the free and safe flow of traffic or otherwise impair the highway or its scenic appearance; and provided a Use and Occupancy Agreement, setting forth the terms under which the utility facility is to cross or otherwise occupy the highway right-of-way, is executed by the COUNTY and OWNER. The Use and Occupancy agreement setting forth the terms which under the utility facility is to cross or otherwise occupy the highway right-of-way must include the provisions set forth in Section F11.04 of the CITY AND COUNTY PROJECTS MANUAL published by the STATE, unless otherwise approved by the STATE.

#### ARTICLE VI - Condition of Acceptance

As a condition of acceptance of the Federal-aid, State Matching, and/or Exchange monies provided for this project, COUNTY will abide by the Federal and State policies and procedures pertaining to the Local Federal-aid Secondary Program.

IN WITNESS WHEREOF, the parties have executed this agreement by their duly authorized officers.

STATE OF CALIFORNIA  
Department of Public Works  
Division of Highways

R. J. DATEL  
State Highway Engineer

By *R. J. Date*  
City and County Liaison  
Engineer

Approval Recommended:

\_\_\_\_\_  
District Engineer

APPROVED AS TO FORM

*Donald M. Rains*  
Assistant County Counsel

COUNTY OF SANTA CLARA

By *Donald M. Rains*  
Chairman, Board of Supervisors

ATTEST: *Donald M. Rains*  
Clerk, Board of  
Supervisors

## ARTICLE VII - Project Location and Description of Work Proposed:

Location: FAS Project S-1001(1) on Lawrence Expressway from  
I-280 to Saratoga Road.

Net Length:

Description of Work: Widen existing road from 4 lanes to 6 lanes  
and modify signals.

## ARTICLE VIII - Proposed Project Funding:

CONTRACT TOTAL	\$600,000
----------------	-----------

## Financing:

Federal-aid Secondary Funds	\$304,385
State Highway Matching Funds	\$152,192
County Funds and such other funds as may become available	\$143,423

## ARTICLE IX: Special Covenants



## ARTICLE X - Nondiscrimination Provisions

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract the State Highway Department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- (a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

6. Incorporation of Provisions: The contractor shall include the provisions of paragraphs 1 through 6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State Highway Department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

ARTICLE IX: - Special Covenants

1. Holdover Clauses

(a) Pursuant to the authority contained in Section 2212 of the Streets and Highways Code, it is agreed between the parties hereto that the apportionments of Federal-aid Secondary and State Highway Matching funds to Santa Clara County for the three successive fiscal years ending June 30, 1974, shall be combined for this project. Also to be combined in this project are any available balances from previous fiscal year apportionments.

(b) The County will submit plans, specifications, estimates and the right of way certification prior to October 1, 1974.

2. This revised agreement supersedes and cancels County-State Agreement No. 31, Revised.

RESOLUTION OF THE BOARD OF SUPERVISORS  
AUTHORIZING EXECUTION OF A HOLDOVER  
AGREEMENT FOR FAS FUNDS FOR CONSTRUCTION  
ON LAWRENCE EXPRESSWAY

BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California, does hereby authorize the, Chairman of this Board to execute on behalf of the County of Santa Clara that certain agreement between the State of California Department of Public Works (Division of Highways) and the County of Santa Clara providing for the construction of a portion of Lawrence Expressway, said agreement being more particularly described as "County-State Holdover Agreement No. 31 Revised, Federal-Aid Secondary Roads" and being Federal Project S-1001(1).

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on JAN 9 1973,  
by the following vote:

AYES:

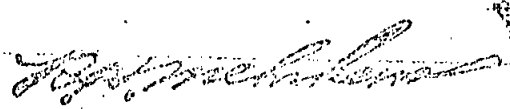
MEHRKENS, SANCHEZ, ~~MC~~ CORTESE, MC CORQUODALE

NOES:

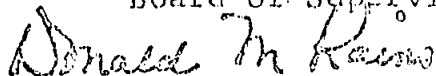
NONE

ABSENT:

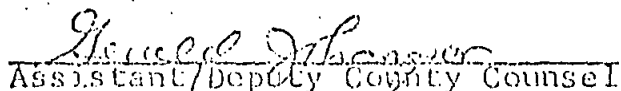
Calvo

  
Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk  
Board of Supervisors

  
\_\_\_\_\_  
Clerk

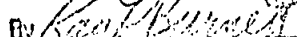
APPROVED AS TO FORM:

  
Assistant/Deputy County Counsel

The foregoing instrument is a  
correct copy of the original.

ATTEST: DONALD M. RAINS

Clerk of the Board

By  DEPUTY CLERK

JAN 9 1973

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P.O. BOX 7835, PINCONE ANNEX  
SAN FRANCISCO, CA 94120

February 20, 1973

Mr. James J. Pott  
Director of Public Works  
County of Santa Clara  
20 West Hedding Street  
San Jose, CA 95110

Attention: Mr. Scotty Bruce

Dear Mr. Pott:

Attached for your files is a fully executed copy of the County-  
State Holdover Agreement No. 31 Revised Federal-Aid Secondary  
Roads for the proposed FAS project on Lawrence Expressway between  
Interstate 280 and Saratoga Avenue.

Very truly yours,

T. R. LAMMERS  
District Engineer

By

for G. STAN MAGOWAN  
Assistant District City  
and County Liaison Engr.

Attachment

COMMUNICATIONS  
DIVISION  
FEB 21 1973  
RECEIVED

COUNTY-STATE AGREEMENT NO. 31 REVERED  
FEDERAL-AID SECONDARY ROADS

CH  
District

SANTA CLARA  
County

FEDERAL PROJECT 6-1401(1)

LAWRENCE EXPRESSWAY

THIS AGREEMENT, made in duplicate this 9 day of JUN 9 1973, 19 1973, by

and between the COUNTY OF SANTA CLARA, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the STATE OF CALIFORNIA, acting by and through the Division of Highways of the Department of Public Works, hereinafter referred to as "STATE".

WITNESSETH

WHEREAS, under the provisions of Title 23, United States Code and other Federal-aid Highway Acts Federal funds are authorized to be appropriated for expenditure on a system of secondary roads to be selected by the state highway departments in cooperation with local road officials, and such a system has been selected and Federal funds have been appropriated for expenditure thereon; and

WHEREAS, as provided by the Secondary Highways Act of 1951 (Section 2200 et seq. of the Streets and Highways Code) Federal funds and certain matching monies from the State Highway Fund have been apportioned to County for the construction of the Federal-aid secondary system project selected by COUNTY in cooperation with STATE and described in Exhibit "A" hereto; and

WHEREAS, under Federal Law, STATE is required to enter into an agreement with COUNTY relative to prosecution of the said project and maintenance of the completed work.

NOW, THEREFORE, the parties agree as follows:

ARTICLE I - Contract Administration

1. The project or projects described in Exhibit A, hereinafter referred to as "the project", shall be constructed as provided in this agreement.
2. Construction work shall be performed by contract. STATE shall make final preparations for advertising, advertise and award the contract, and make payments to the contractor as the same become due.
3. The estimated cost of the project is as shown in Exhibit A hereto. A contract for an amount in excess of said estimate may be awarded and project expenditures may exceed said estimate if both STATE and COUNTY concur in the amount of and the necessity for the excess and sufficient money is available to finance same.

BY ATTEST: My commission expires on 10/1/73. I hereby certify that the foregoing is a true and correct copy of the original as the same appears in the files of the County of Santa Clara.

5. STATE shall exercise general supervision over the work and may assume full and direct control over the project whenever STATE, in its sole discretion, shall determine that STATE'S responsibility to the United States so requires.

6. The Congress of the United States, the Legislature of the State of California, and the Governor of the State of California, each within their respective jurisdictions, have prescribed certain employment practices with respect to contract and other work financed with Federal or State funds. COUNTY shall insure that work performed under this agreement is done in conformance with the rules and regulations embodying such requirements where they are applicable. Any agreement or service contract entered into by COUNTY for the performance of work connected with the project shall incorporate Exhibit B attached hereto.

7. All costs properly chargeable to the project but ruled ineligible under Federal-aid Highway Acts shall be paid by COUNTY and shall not be reimbursed by STATE.

8. After completion of all work under this agreement and after all costs are known, any unused COUNTY money shall be refunded. COUNTY monies deposited for preliminary engineering, construction engineering, and contract work shall be considered to be interchangeable, and shortages of COUNTY money in one such category may be made up from unused COUNTY money in another category. When the amount of unused COUNTY money is substantial and there is an unusual delay in determining final costs, STATE shall upon request make an interim refund of the funds known to be in excess.

9. When requested by COUNTY, STATE shall arrange for payment of available project funds for royalties due a property owner for borrow material furnished to the contractor for the project under an agreement between the property owner and COUNTY which has been approved by STATE. A certified copy of such agreement must be filed with STATE.

10. When the project includes work to be performed by a railroad, the contract for such work shall be entered into by COUNTY or by STATE, at COUNTY'S option. A contract entered into by COUNTY for such work must have the prior approval of STATE. In either event, COUNTY shall enter into an agreement with the railroad providing for maintenance of the protective devices or other facilities installed under the service contract. At the request of COUNTY, STATE shall make direct payment of project funds to a railroad for work performed under a contract between COUNTY and the railroad.

## ARTICLE II -- Rights of Way

1. Such rights of way as are necessary for the construction of the project shall be furnished by COUNTY, and no contract for the construction of the project or any portion thereof shall be awarded until the necessary rights of way have been secured. Prior to the advertising of the project COUNTY shall furnish STATE with evidence that necessary rights of way are available for construction purposes or will be available by the time bids are opened.

2. The furnishing of rights of way as provided for herein includes, in addition to all real property required for the improvement, free and clear of obstructions and encumbrances, the payment of damages to real property not actually taken but injuriously affected by the proposed improvement. COUNTY shall pay from its funds the cost of acquiring rights of way and any costs which arise out of right of way litigation, or out of delays to the contractor because utility facilities have not been removed or relocated, or because rights of way have not been made available to the contractor for the orderly prosecution of the work.

3. When STATE has determined that COUNTY'S right of way acquisition procedures meet Federal requirements, COUNTY may claim reimbursement from Federal and available State matching funds for expenditures to purchase rights of way specified in Exhibit "A".

#### ARTICLE III - Engineering

1. "Preliminary engineering" as used herein includes all preliminary work related to the project, including but not restricted to preliminary surveys and reports, laboratory work, soil investigations, preparation of plans, design, and advertising. "Construction engineering" as used herein includes actual inspection and supervision of construction work, construction staking, laboratory and field testing, field reports and records, estimates, final reports, and allowable expenses of employees engaged in such activities.

2. Preliminary and construction engineering costs included in the estimate contained in Exhibit A may be financed with project funds. The remainder of such costs shall be financed by COUNTY without reimbursement. Unless otherwise agreed, Federal funds shall not participate in the cost of engineering. When preliminary engineering or construction engineering costs incurred by COUNTY are to be financed with project funds, STATE shall reimburse COUNTY for services performed on the basis of the actual cost thereof to COUNTY, including compensation and expense of personnel working on the project, required materials, and automotive expense, provided, however, that COUNTY shall contribute its general administrative and overhead expense. Payments for such services shall be made by STATE upon receipt of invoices from COUNTY prepared in such form and supported by such detail as may be prescribed by STATE.

3. Unless the parties shall otherwise agree in writing, COUNTY'S employees shall perform all engineering work. When preliminary or construction engineering for the project is performed by STATE, charges therefor shall include an assessment on direct labor costs in accordance with Section 8755.1 of the State Administrative Manual. The portion of such charges not financed with Federal funds or State-supplied matching funds shall be paid from funds of COUNTY deposited in advance for the purpose.

#### ARTICLE IV - Miscellaneous Provisions

1. This agreement shall have no force or effect unless and until the project is approved by the United States, nor shall any of the Federal and State matching funds provided herein be expended unless and until the Federal Government has agreed and is obligated to reimburse STATE in full for the amount of Federal funds to be expended.

2. In the event that the project is programmed on a stage construction basis, COUNTY shall complete the project to its final stage, with or without Federal aid, at such time as traffic or other conditions warrant and in a manner satisfactory to STATE. Should the work covered by this agreement involve a bridge without approaches, within a period of two (2) years after completion of the bridge COUNTY shall cause such approaches to be constructed, with or without Federal aid, to design standards acceptable to STATE.

3. The cost of maintenance performed by COUNTY forces during any temporary suspension of the work may be charged to County funds in the project if such are available therefor.



4. (a) Neither STATE nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, County shall fully indemnify and hold STATE harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement.

4. (b) Neither COUNTY nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction not delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, State shall fully indemnify and hold COUNTY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction not delegated to COUNTY under this agreement.

5. Auditors of STATE and the United States shall be given access to COUNTY'S books and records for the purpose of checking costs paid or to be paid by STATE hereunder.

6. Upon acceptance of the completed project by the awarding authority, or upon the contractor being relieved of the duty of maintaining and protecting certain portions of the work, COUNTY shall maintain the project or such portions of the work in a manner satisfactory to STATE. If, within ninety days after receipt of notice from STATE that the project or any portion thereof is not being properly maintained, COUNTY has not remedied the conditions complained of to STATE'S satisfaction, STATE may withhold the programming of further Federal-aid secondary projects of COUNTY until the project shall have been put in a condition of maintenance satisfactory to STATE.

7. The maintenance referred to in the preceding paragraph includes not only the preservation of the general physical features of the roadway, roadside, and surfacing, but also all safety and regulatory features, devices and appurtenances built into the project, and none of said safety features, devices and appurtenances shall be removed, eliminated or decreased in effectiveness without the prior approval of STATE. Safety features to be maintained include a roadside clear of utilities and other obstructions or features which may be a hazard to a motorist who inadvertently leaves the traveled way. No utility pole, tower, or other obstruction shall be placed within the right of way without the prior approval of governing body of the jurisdiction in which the project is located and, where clearances to the traveled way are less than those prescribed by STATE, without prior approval of STATE.

#### ARTICLE V -- Accommodation of Utilities

Utility facilities (as defined in U.S. B.P.R. Policy and Procedure Memorandum 30-4.1) may be accommodated on the right-of-way provided such use and occupancy of the highway right-of-way does not interfere with the free and safe flow of traffic or otherwise impair the highway or its scenic appearance; and provided a Use and Occupancy Agreement, setting forth the terms under which the utility facility is to cross or otherwise occupy the highway right-of-way, is executed by the COUNTY and OWNER. The Use and Occupancy Agreement setting forth the terms under which the utility facility is to cross or otherwise occupy the highway right-of-way must include the provisions set forth in Section F 11.04 of the CITY AND COUNTY PROJECTS MANUAL published by the STATE, unless otherwise approved by the STATE.

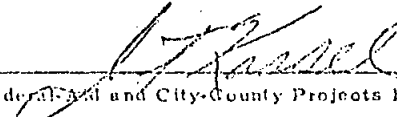
ARTICLE VI - Condition of Acceptance

As a condition of acceptance of the Federal-aid and State Matching monies provided for this project, COUNTY will abide by the Federal and State policies and procedures pertaining to the Local Federal Aid Secondary Program set forth in the CITY AND COUNTY PROJECTS MANUAL issued by the STATE and shall conform to applicable Federal and State Laws and Regulations whether or not such are included in said manual.

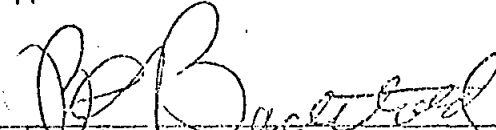
IN WITNESS WHEREOF, the parties have executed this agreement by their duly authorized officers.

STATE OF CALIFORNIA  
Department of Public Works  
Division of Highways

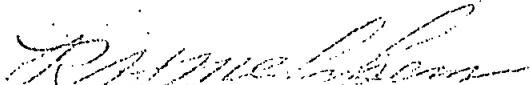
R. J. DATEL  
State Highway Engineer

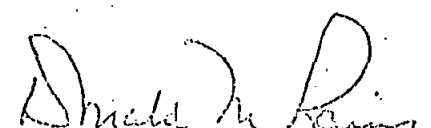
By   
Federal-Aid and City-County Projects Engineer

Approval Recommended:

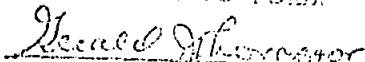
  
District Engineer

COUNTY OF SANTA CLARA


By   
Chairman, Board of Supervisors

ATTEST:   
Clerk, Board of Supervisors

APPROVED AS TO FORM

  
Assistant County Counsel

Approved as to Form and Procedure:

  
Attorney, Department of Public Works

## ARTICLE VII - Project location and description of work proposed:

Location: FAS Project S-1001(1) on Lawrence Expressway  
from I-280 to Saratoga Road.

Description of work: Widen existing road from 4 lanes  
to 6 lanes, and modify signals.

## ARTICLE VIII - Proposed Project funding:

Contract Total \$600,000

## Financing:

Federal-aid Secondary Funds	\$304,385.
State Highway Matching Funds	\$152,192
County Funds	\$143,423

## ARTICLE IX: Special Covenants

## A. Supersedes and Replaces Article I, Paragraph 4.

County may deposit with the Division of Highways its share of the estimated cost at this time, after award or after the project has been started. Funds deposited prior to award which are in excess of requirements, will be immediately refunded to COUNTY. Should COUNTY fail to pay monies due STATE within 30 days of demand or within such other period as may be agreed between the parties hereto, STATE acting through State Controller, may withhold an equal amount from future apportionments due COUNTY from the Highway Users Tax Fund.

## B. Holdover Clauses

1. Pursuant to the authority contained in Section 2212 of the Streets and Highways Code, it is agreed between the parties hereto that the apportionments of Federal-aid Secondary and State Highway Matching funds to Santa Clara County for the two successive fiscal years ending June 30, 1973 shall be combined for this project. Also to be combined in this project are any available balances from previous fiscal year apportionments.
2. The County will submit plans, specifications, estimates and the right of way certification prior to October 1, 1973.

## C. This revised agreement supersedes and cancels County-State Agreement No. 31.

## ARTICLE IX - Nondiscrimination Provisions:

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

1. *Compliance with Regulations:* The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. *Nondiscrimination:* The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

3. *Solicitations for Subcontracts, Including Procurements of Materials and Equipment:* In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

4. *Information and Reports:* The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

5. *Sanctions for Noncompliance:* In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

6. *Incorporation of Provisions:* The contractor will include the provisions of paragraph 1 through 6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

ARTICLE X - NONDISCRIMINATION PROVISIONS

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State highway department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State highway department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State highway department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance. Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State highway department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

LAWRENCE EXPRESSWAY  
NORTHLAWN DRIVE TO RTE 280

F. A. S. AGREEMENTS

County of Santa Clara  
California

TRANSMITTAL MEMORANDUM

*your copy*  
S.D. All

Page      of     

DATE: February 6, 1974

FOR: BOARD OF SUPERVISORS AGENDA OF February 19, 19 74

FROM: MONTINI, PUBLIC WORKS, ENGINEERING

TITLE: RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA CONFIRMING TRANSFER OF FUNDS BETWEEN SANTA CLARA COUNTY AND SONOMA COUNTY.

DESCRIPTION:

FY 1973-74 FAS funds are designated for use on Federal Aid Secondary Road Systems in rural areas only.

Pre-FY 1973-74 FAS funds may be used on Federal Aid Secondary Road Systems in urban areas or rural areas.

This transfer will allow the County to continue the improvement of the Expressway System in urban areas using FAS funds.

Sonoma County has use for the FY 1973-74 funds and is willing to make the transfer.

Approval is recommended.

After approval send a fully executed copy to:

Sonoma County  
Department of Public Works  
2555 Mendocino Ave.  
Santa Rosa, California

Send three certified copies to:

Mr. Thomas R. Lammers  
District Engineer  
Department of Transportation, District IV  
P.O. Box 7885, Rincon Annex  
San Francisco, California 94120

Attention: Mr. Frank White, City and County  
Liaison Engineer

LM:TAC:vlh  
attachments

cc: SAB

APPROVED: JAMES POTT \_\_\_\_\_ HOWARD CAMPEN \_\_\_\_\_

AGENDA DATA: DATE: 2-19-74

BOARD ACTION: \_\_\_\_\_

ITEM NO: 4



RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA CONFIRMING TRANSFER OF FUNDS BETWEEN SANTA CLARA COUNTY AND SONOMA COUNTY

WHEREAS, by Resolution, adopted by this Board of Supervisors on December 26, 1973, the County of Santa Clara claimed its full 1973-74 fiscal year Federal Aid Secondary and State Highway Matching Funds apportionment; and

WHEREAS, under provisions of the 1973 Federal Highway Act, the aforesaid 1973-74 fiscal year highway funds are designated for use on Federal Aid Secondary Road Systems in rural areas; and

WHEREAS, Sonoma County has funds available from pre-1973-74 fiscal years' allocations of Federal Aid Secondary and State Highway Matching Funds; and

WHEREAS, Santa Clara County has 1973-74 fiscal year Federal Aid Secondary and State Highway Matching Funds available for exchange; and

WHEREAS, Federal Aid Secondary Funds claimed by counties for pre-1973-74 fiscal years may be used on Federal Aid Secondary Road Systems in urban areas; and

WHEREAS, in accordance with Section 2213 (b) of the Streets and Highway Code, funds may be transferred between counties with the approval of the State Department of Transportation;

NOW, THEREFORE, BE IT RESOLVED that Santa Clara County agrees to transfer One-Hundred Sixty-Nine Thousand Five Hundred Fifty-Nine Dollars (\$169,559) in Federal Aid Secondary Funds and Eighty-Four Thousand Seven-Hundred Eighty Dollars (\$84,780) of State Highway Matching Funds from fiscal year 1973-74 to Sonoma County on the condition that Sonoma County transfers the above mentioned amount of pre-1973-74 Federal Aid Secondary and State Highway Matching Funds

to Santa Clara County.

BE IT FURTHER RESOLVED, that the Director of Public Works is hereby directed to forward three certified copies of this Resolution to the District Director, District 4, Department of Transportation, for necessary processing.

COUNTY OF SANTA CLARA

By \_\_\_\_\_  
Chairman, Board of Supervisors  
"County"

ATTEST: DONALD M. RAINS, Clerk  
Board of Supervisors

\_\_\_\_\_

COUNTY OF SONOMA

By \_\_\_\_\_

APPROVED AS TO FORM:

Harold Thompson  
Assistant/Deputy County Counsel

DATE: February 6, 1974

**COUNTY OF SONOMA**  
**PUBLIC WORKS DEPARTMENT**

**DONALD B. HEAD**  
PUBLIC WORKS DIRECTOR  
ROAD COMMISSIONER-SURVEYOR

117A ADMINISTRATION BUILDING  
2555 MENDOCINO AVENUE  
SANTA ROSA, CALIFORNIA 95401

TELEPHONE  
(707) 527-2231

February 14, 1974

Re: Transfer Funds -  
Shasta and Sonoma Counties  
Santa Clara and Sonoma Counties

Mr. Frank T. White  
City and County Liaison Engineer  
State Department of Transportation  
P. O. Box 7885, Rincon Annex  
San Francisco, CA 94120

Dear Mr. White:


Enclosed are three certified copies of the following:

Board of Supervisors Resolution 43560, dated February 11, 1974,  
confirming transfer of specified funds between Sonoma County  
and Shasta County.

( Board of Supervisors Resolution 43561, dated February 11, 1974,  
confirming transfer of specified funds between Sonoma County  
and Santa Clara County. )

Very truly yours,

DONALD B. HEAD  
DIRECTOR OF PUBLIC WORKS

  
\_\_\_\_\_  
R. St. Acheson  
Assistant Surveyor

Enclosures

THIS ORIGINAL ON FILE IN  
THIS OFFICE.

ATTEST: FEB 11 1974

EUGENE D. WILLIAMS

County Clerk & ex-officio Clerk of the  
Board of Supervisors of the County of Sonoma,  
California.

BY E. Williams DEPUTY

Resolution No. 43561

County of Sonoma  
Administration Center  
Santa Rosa, CA 95401

February 11, 1974

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SONOMA CONFIRMING  
TRANSFER OF FUNDS BETWEEN SONOMA COUNTY AND SANTA CLARA COUNTY

WHEREAS, Sonoma County has funds available from the 1972-73 fiscal  
year allocation of Federal Aid Secondary and State Highway matching funds; and

WHEREAS, Santa Clara County has 1973-74 fiscal year Federal Aid  
Secondary and State Highway matching funds available for exchange; and

WHEREAS, in accordance with Section 2213(b) of the Streets and  
Highway Code, funds may be transferred between Counties with the approval  
of the State Department of Transportation; now

THEREFORE BE IT RESOLVED, that Sonoma County agrees to transfer  
One Hundred Sixty-Nine Thousand, Five Hundred Fifty-Nine Dollars (\$169,559)  
in Federal Aid Secondary Funds, and Eighty-Four Thousand, Seven Hundred  
Eighty Dollars (\$84,780) of State Highway matching funds from Fiscal Year  
1972-73 to Santa Clara County, on the condition that Santa Clara County  
transfers the above mentioned amount of 1973-74 Federal Aid Secondary and  
State Highway Matching Funds to Sonoma County.

The foregoing resolution was introduced by Supervisor Hinkle  
who moved its adoption, seconded by Supervisor Joerger and adopted on  
roll call by the following vote:

Supervisor Joerger

Aye

Supervisor Hinkle

Aye

Supervisor Spomer

Aye

Supervisor Theiller

Aye

Supervisor Vella

Aye

Ayes: \_\_\_\_\_ Noes: \_\_\_\_\_ Absent or not voting: \_\_\_\_\_

WHEREUPON, the Chairman declared the above resolution adopted.

and

SO ORDERED

TRANSMITTAL MEMORANDUM

*your copy*  
S.D. 4 & 5

Page \_\_\_\_ of \_\_\_\_

DATE: June 13, 1973

FOR: BOARD OF SUPERVISORS AGENDA OF June 26, 19 73  
FROM: MONTINI, PUBLIC WORKS, ENGINEERING  
TITLE: COUNTY-STATE AGREEMENT NO. 31, REVISED NO. 2 FAS PROJECT -  
ON LAWRENCE EXPRESSWAY BETWEEN SARATOGA AVENUE AND ROUTE 280

DESCRIPTION:

This agreement provides for FAS funds for the widening of Lawrence Expressway between State Route 280 and Saratoga Avenue from four (4) lanes to six (6) lanes plus noise abatement devices and aesthetic treatment.

This revision will allow the County to award the project in FY 1974-1975 instead of FY 1973-1974. The additional time is required to hold public hearings.

Approval is recommended.

Upon execution please return the original and one copy with a copy of the authorizing resolution attached to each to:

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P.O. Box 3366, Rincon Annex  
San Francisco, California 94119

Attention: Mr. G. Stan Magowan  
Assistant District City & County  
Liaison Engineer

LM:TAC:vlh

attachments

APPROVED: JAMES POTT \_\_\_\_\_ HOWARD CAMPEN \_\_\_\_\_

AGENDA DATA: DATE: \_\_\_\_\_ BOARD ACTION: \_\_\_\_\_  
ITEM NO: \_\_\_\_\_

County of Santa Clara

California

Office of the Board of Supervisors  
524 County Administration Building  
70 West Hedding Street  
San Jose, California 95110  
299-2323 Area Code 408

Slg Sanchez, District 1  
Domlnic L. Cortese, District 2  
Dan Mc Corquodale, District 3  
Ralph H. Mehrkens, District 4  
Victor Catvo, District 5

June 26, 1973

Mr. Thomas R. Lammers  
District Engineer  
Division of Highways, District IV  
P.O. Box 3366, Rincon Annex  
San Francisco, California 94119

Attention: Mr. G. Stan Magowan  
Assistant District City & County  
Liaison Engineer

Subject: County-State Agreement No. 31, Revised No. 2  
FAS Project - Lawrence Expressway Between  
Saratoga Avenue and Route 280  
Project Number S-1001(1)

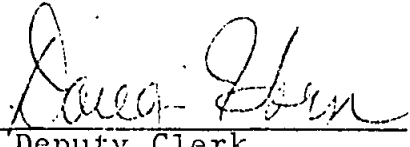
Gentlemen:

Enclosed you will find an original and two copies of  
subject Agreement between the County of Santa Clara and  
the State of California. Also enclosed are three copies  
of the authorizing Resolution as adopted by the Board of  
Supervisors at its regularly scheduled meeting on June 26,  
1973.

After execution of this Agreement by you, would you please  
return the copy so marked to this office.

Very truly yours,

BOARD OF SUPERVISORS  
Donald M. Rains, Clerk

By:   
Deputy Clerk

DMR/dgh  
Enclosures

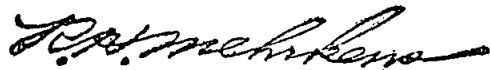
cc: Public Works - Engineering, Montini

RESOLUTION OF THE BOARD OF SUPERVISORS  
AUTHORIZING EXECUTION OF A HOLDOVER  
AGREEMENT FOR FAS FUNDS FOR CONSTRUCTION  
ON LAWRENCE EXPRESSWAY

BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California, does hereby authorize the Chairman of this Board to execute on behalf of the County of Santa Clara that certain agreement between the State of California Department of Public Works (Division of Highways) and the County of Santa Clara providing for the construction of a portion of Lawrence Expressway, said agreement being more particularly described as "County-State Holdover Agreement No. 31 Revised, Number 2, Federal-Aid Secondary Roads" and being Federal Project S-1001(1).

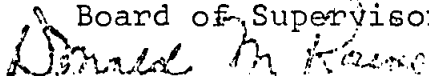
PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on JUN 26 1973  
by the following vote:

AYES: MEHRKENS, SANCHEZ, CALVO, CORTESE, MC CORQUODALE  
NOES: NONE  
ABSENT: NONE

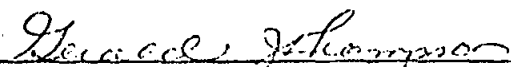


Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk  
Board of Supervisors



APPROVED AS TO FORM:

  
Assistant/Deputy County Counsel

DATE:

THE FOREGOING INSTRUMENT IS A  
CORRECT COPY OF THE ORIGINAL  
ATTEST: DONALD M. RAINS  
CLERK, BOARD OF SUPERVISORS

BY \_\_\_\_\_  
Deputy Clerk

DATE: JUN 26 1973

COUNTY-STATE AGREEMENT NO. 31 HOLDOVER, REVISED #2  
FEDERAL-AID SECONDARY OR  
EXCHANGE FUND PROJECT

04 SANTA CLARA  
District County

PROJECT NUMBER S-1001(1)

LAWRENCE EXPRESSWAY  
.....

JUN 26 1973

THIS AGREEMENT, made in duplicate this .... day of ....., 19.73., by and between the COUNTY OF SANTA CLARA, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the STATE OF CALIFORNIA, acting by and through the Division of Highways of the Department of Public Works, hereinafter referred to as "STATE".

WITNESSETH

WHEREAS, under the provisions of Title 23, United States Code and other Federal-aid Highway Acts Federal funds are authorized to be appropriated for expenditure on a system of secondary roads to be selected by the state highway departments in cooperation with local road officials, and such a system has been selected and Federal funds have been appropriated for expenditure thereon; and

WHEREAS, as provided by the Secondary Highways Act of 1951 and Section 2200 et seq. of the Streets and Highways Code, Federal or Exchange funds and certain matching monies from the State Highway Fund have been apportioned to County for the construction of a Federal-aid Secondary or Exchange Dollar project selected by COUNTY in cooperation with STATE and described in Exhibit "A" hereto; and

WHEREAS, under Federal Law, STATE is required to enter into an agreement with COUNTY relative to prosecution of the said project and maintenance of the completed work.

NOW, THEREFORE, the parties agree as follows:

ARTICLE I - Contract Administration

1. The project or projects described in Exhibit A, hereinafter referred to as "the project" shall be constructed as provided in this agreement.

2. Construction work:

(a) FAS construction shall be performed by contract. STATE/COUNTY shall make final preparations for advertising, advertise and award the contract, and make payments to the contractor as the same become due.



(b) Exchange Dollar Construction may be performed by contract or by day labor at the option of the COUNTY provided the competitive bidding requirements of State or local agency laws (whichever are applicable) are met.

3. The estimated cost of the project is as shown in Exhibit A hereto. A contract for an amount in excess of said estimate may be awarded and project expenditures may exceed said estimate if both (STATE and COUNTY concur in the amount of and the necessity for the excess and sufficient money is available to finance same.

4. Administration of project:

(a) If STATE is to administer the project, COUNTY shall deposit its share of the estimated cost as specified on Exhibit A with the STATE prior to the time funds are required to reimburse contractor. STATE will bill COUNTY for amount due immediately following Contract award or at option of COUNTY will submit monthly bills during the life of the Contract. Funds deposited prior to award which are in excess of requirements, will be immediately refunded to COUNTY. Should COUNTY fail to pay monies due STATE within 30 days of demand or within such other period as may be agreed between the parties hereto, STATE, acting through State Controller, shall withhold an equal amount from future apportionments due COUNTY from the Highway Users Tax Fund.

(b) If COUNTY is to administer the project, STATE shall pay the proportionate Federal and State shares of the eligible participating costs within twenty (20) days of COUNTY'S submittal of acceptable monthly progress pay estimates for expenditures on an awarded project.

(c) If the project is a cooperative project and includes work on a state highway, the project shall be the subject of a separate cooperative agreement between the State and County.

5. STATE shall exercise general supervision over FAS work and may assume full and direct control over the project whenever STATE, in its sole discretion, shall determine that STATE'S responsibility to the United States so requires.

6. The Congress of the United States, the Legislature of the State of California, and the Governor of the State of California, each within their respective jurisdictions, have prescribed certain employment practices with respect to contract and other work financed with Federal or State funds. COUNTY shall insure that work performed under this agreement is done in conformance with the rules and regulations embodying such requirements where they are applicable. Any agreement or service contract entered into by COUNTY for the performance of work connected with the project shall incorporate Exhibit B attached hereto.

7. Ineligible Work:

(a) On projects subject to Federal regulations, all costs properly chargeable to the project but ruled ineligible under Federal-aid Highway Acts shall be paid by COUNTY and shall not be reimbursed by STATE.

(b) On projects subject to only STATE regulations, the Exchange Dollar Funds may be used only for road purposes (to FAS standards) on or off the Federal-aid Secondary System.

8. After completion of all work under this agreement and after all costs are known, any unused COUNTY money shall be refunded. COUNTY monies deposited for preliminary engineering, construction engineering, and contract work shall be considered to be interchangeable, and shortages of COUNTY money in one such category may be made up from unused COUNTY money in another category. When the amount of unused COUNTY money is substantial and there is an unusual delay in determining final costs, STATE shall upon request make an interim refund of the funds known to be in excess.

9. When requested by COUNTY, STATE shall arrange for payment of available project funds for royalties due a property owner for borrow material furnished to the contractor for the project under an agreement between the property owner and COUNTY which has been approved by STATE. A certified copy of such agreement must be filed with STATE.

10. When the project includes work to be performed by a railroad, the contract for such work shall be entered into by COUNTY or by STATE, at COUNTY'S option. A contract entered into by COUNTY for such work must have the prior approval of STATE. In either event, COUNTY shall enter into an agreement with the railroad providing for maintenance of the protective devices or other facilities installed under the service contract. At the request of COUNTY, STATE shall make direct payment of project funds to a railroad for work performed under a contract between COUNTY and the railroad.

ARTICLE II - Rights of Way

1. Such rights of way as are necessary for the construction of the project shall be furnished by COUNTY, and no contract for the construction of the project or any portion thereof shall be awarded until the necessary rights of way have been secured. Prior to the advertising of the project COUNTY shall furnish STATE with evidence that necessary rights of way are available for construction purposes or will be available by the time bids are opened.

2. The furnishing of rights of way as provided for herein includes in addition to all real property required for the improvement, free and clear of obstructions and encumbrances, the payment of damages to real property not actually taken but injuriously affected by the proposed improvement, COUNTY shall pay from its funds the cost of acquiring rights of way and any costs which arise out of right of way

litigation, or out of delays to the contractor because utility facilities have not been removed or relocated, or because rights of way have not been made available to the contractor for the orderly prosecution of the work.

3. Whether or not Federal-aid is to be requested for right of way, should COUNTY, in acquiring right of way for FAS improvement, displace an individual, family, business, farm operation, or non-profit organization, relocation payments and services will be provided as set forth in Chapter 5 of Title 23, U. S. Code. The public will be adequately informed of the relocation payments and services which will be available and to the greatest extent practicable no person lawfully occupying real property shall be required to move from his dwelling or to move his business or farm operation without at least 90-days written notice from the COUNTY. COUNTY will provide the State with specific assurance, on each project, that no person will be displaced until comparable decent, safe and sanitary replacement housing is available within a reasonable period of time prior to displacement, and that COUNTY'S relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons for the project as provided in FHWA Instructional Memorandum 80-1-71, dated April 30, 1971. Exchange Dollar projects will comply with applicable State laws.

#### ARTICLE III - ENGINEERING

1. "Preliminary engineering" as used herein includes all preliminary work related to the project, including but not restricted to preliminary surveys and reports, laboratory work, soil investigations, preparation of plans, designs, and advertising. "Construction engineering" as used herein includes actual inspection and supervision of construction work, construction staking, laboratory and field testing, field reports and records, estimates, final reports, and allowable expenses of employees engaged in such activities.

2. Preliminary and construction engineering costs included in the estimate contained in Exhibit A may be financed with project funds. The remainder of such costs shall be financed by COUNTY without reimbursement. When preliminary engineering or construction engineering costs incurred by COUNTY are to be financed with project funds, STATE shall reimburse COUNTY for services performed on the basis of the actual cost thereof to COUNTY, including compensation and expense of personnel working on the project, required materials, and automotive expense provided, however, that COUNTY shall contribute its general administrative and overhead expense. Payments for such services shall be made by STATE upon receipt of invoices from COUNTY prepared in such form and supported by such detail as may be prescribed by STATE.

3. Unless the parties shall otherwise agree in writing, COUNTY'S employees shall perform all engineering work. When preliminary or construction engineering for the project is performed by STATE, charges therefor shall include an assessment on direct labor costs in accordance with Section 8755.1 of the State Administrative Manual. The portion of such charges not financed with Federal funds or State-supplied matching funds or Exchange funds shall be paid from funds of COUNTY.

#### ARTICLE IV - Miscellaneous Provisions

1. If Federal funds are used for this project, this agreement shall have no force or effect unless and until the project is approved by the United States, nor shall any of the Federal and State matching funds provided herein be expended unless and until the Federal Government has agreed and is obligated to reimburse STATE in full for the amount of Federal funds to be expended.

2. In the event that the project is programmed on a stage construction basis, COUNTY shall complete the project to its final stage, with or without Federal aid, at such time as traffic or other conditions warrant and in a manner satisfactory to STATE. Should the work covered by this agreement involve a bridge without approaches, within a period of two (2) years after completion of the bridge COUNTY shall cause such approaches to be constructed, with or without Federal aid, to design standards acceptable to STATE.

3. The cost of maintenance performed by COUNTY forces during any temporary suspension of the work may be charged to COUNTY funds in the project if such are available therefor.

4. (a) Neither STATE nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, COUNTY shall fully indemnify and hold STATE harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement.

(b) Neither COUNTY nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work authority or jurisdiction not delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, STATE shall fully indemnify and hold COUNTY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction delegated to STATE under this agreement.

5. Auditors of STATE and the United States shall be given access to COUNTY'S books and records for the purpose of checking costs paid or to be paid by STATE hereunder.

6. Upon acceptance of the completed project by the awarding authority, or upon the contractor being relieved of the duty of maintaining and protecting certain portions of the work, COUNTY shall maintain the project or such portions of the work in a manner satisfactory to STATE. If, within ninety days after receipt of notice from STATE that the project or any portion thereof is not being properly maintained, COUNTY has not remedied the conditions complained of to STATE'S satisfaction, STATE may withhold the programming of further Federal-aid secondary projects of COUNTY until the project shall have been put in a condition of maintenance satisfactory to STATE.

7. The maintenance referred to in the preceding paragraph includes not only the preservation of the general physical features of the roadway, roadside, and surfacing, but also all safety and regulatory features, devices and appurtenances built into the project, and none of said safety features, devices and appurtenances shall be removed, eliminated or decreased in effectiveness without the prior approval of STATE. Safety features to be maintained include a roadside clear of utilities and other obstructions or features which may be a hazard to a motorist who inadvertently leaves the traveled way. No utility pole, tower, or other obstruction shall be placed within the right of way without the prior approval of governing body of the jurisdiction in which the project is located and, where clearances to the traveled way are less than those prescribed by STATE, without prior approval of STATE.

#### ARTICLE V - Accommodation of Utilities

Utility facilities (as defined in U. S. FHWA Policy and Procedure Memorandum 30-4.1) may be accommodated on the right-of-way provided such use and occupancy of the highway right-of-way does not interfere with the free and safe flow of traffic or otherwise impair the highway or its scenic appearance; and provided a Use and Occupancy Agreement, setting forth the terms under which the utility facility is to cross or otherwise occupy the highway right-of-way, is executed by the COUNTY and OWNER. The Use and Occupancy agreement setting forth the terms which under the utility facility is to cross or otherwise occupy the highway right-of-way must include the provisions set forth in Section F11.04 of the CITY AND COUNTY PROJECTS MANUAL published by the STATE, unless otherwise approved by the STATE.

#### ARTICLE VI - Condition of Acceptance

As a condition of acceptance of the Federal-aid, State Matching, and/or Exchange monies provided for this project, COUNTY will abide by the Federal and State policies and procedures pertaining to the Local Federal-aid Secondary Program.

-7-

## ARTICLE VII - Project Location and Description of Work Proposed:

Location: FAS Project S-1001(1) on Lawrence Expressway from  
I-280 to Saratoga Road.

Net Length:

Description of Work: Widen existing road from 4 lanes to 6 lanes  
and modify signals.

## ARTICLE VIII - Proposed Project Funding:

CONTRACT TOTAL	\$600,000
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## Financing:

Federal-aid Secondary Funds	\$304,385
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State Highway Matching Funds	\$152,192
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County Funds and such other funds as may become available	\$143,423
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## ARTICLE IX: Special Covenants

## ARTICLE X - Nondiscrimination Provisions

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract the State Highway Department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- (a) withholding of payments to the contractor under the contract until the contractor complies, and/or



(b) cancellation, termination or suspension of the contract, in whole or in part.

6. Incorporation of Provisions: The contractor shall include the provisions of paragraphs 1 through 6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State Highway Department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

ARTICLE IX: - Special Covenants

1. Holdover Clauses

(a) Pursuant to the authority contained in Section 2212 of the Streets and Highways Code, it is agreed between the parties hereto that the apportionments of Federal-aid Secondary and State Highway Matching funds to Santa Clara County for the three successive fiscal years ending June 30, 1974, shall be combined for this project. Also to be combined in this project are any available balances from previous fiscal year apportionments.

(b) The County will submit plans, specifications, estimates and the right of way certification prior to October 1, 1974.

2. This revised agreement supersedes and cancels County-State Agreement No. 31, Revised.

RESOLUTION OF THE BOARD OF SUPERVISORS  
AUTHORIZING EXECUTION OF A HOLDOVER  
AGREEMENT FOR FAS FUNDS FOR CONSTRUCTION  
ON LAWRENCE EXPRESSWAY

BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California, does hereby authorize the Chairman of this Board to execute on behalf of the County of Santa Clara that certain agreement between the State of California Department of Public Works (Division of Highways) and the County of Santa Clara providing for the construction of a portion of Lawrence Expressway, said agreement being more particularly described as "County-State Holdover Agreement No. 31 Revised, Federal-Aid Secondary Roads" and being Federal Project S-1001(1).

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on JAN 9 1973,  
by the following vote:

AYES:

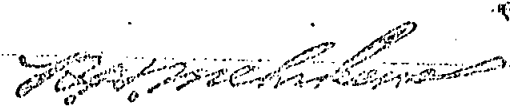
MEHRKENS, SANCHEZ, ~~XXXX~~ CORTESE, MC CORQUODALE

NOES:

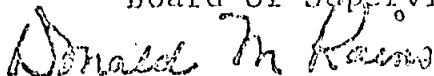
NONE

ABSENT:

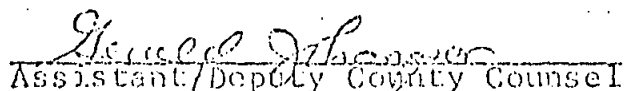
Calvo

  
Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk  
Board of Supervisors

  
\_\_\_\_\_  
Clerk

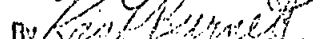
APPROVED AS TO FORM:

  
Assistant/Deputy County Counsel

The foregoing instrument is a  
correct copy of the original.

ATTEST: DONALD M. RAINS

Clerk of the Board

By  DEPUTY CLERK

JAN 9 1973

DEPARTMENT OF PUBLIC WORKS

## DIVISION OF HIGHWAYS

P.O. BOX 7835, RINCON ANNEX  
SAN FRANCISCO, CA 94120

February 20, 1973

Mr. James J. Pott  
Director of Public Works  
County of Santa Clara  
20 West Hedding Street  
San Jose, CA 95110

Attention: Mr. Scotty Bruce

Dear Mr. Pott:

Attached for your files is a fully executed copy of the County--  
State Holdover Agreement No. 31 Revised Federal-Aid Secondary  
Roads for the proposed FAS project on Lawrence Expressway between  
Interstate 280 and Saratoga Avenue.

Very truly yours,

T. R. LAMMERS  
District Engineer

By

for G. STAN MAGOWAN  
Assistant District City  
and County Liaison Engr.

Attachment

COPIES DESTROYED  
FEB 7 1973  
DEPT. OF TRANSPORTATION  
RECEIVED

COUNTY-STATE AGREEMENT NO. 31 REVISED  
FEDERAL-AID SECONDARY ROADS

04  
District

SANTA CLARA  
County

FEDERAL PROJECT 6-1401(3)

LAWRENCE EXPRESSWAY

THIS AGREEMENT, made in duplicate this 9 day of JAN 9, 1973, by

and between the COUNTY OF SANTA CLARA, a political subdivision of the State of California, hereinafter referred to as "COUNTY", and the STATE OF CALIFORNIA, acting by and through the Division of Highways of the Department of Public Works, hereinafter referred to as "STATE".

WITNESSETH

WHEREAS, under the provisions of Title 23, United States Code and other Federal-aid Highway Acts Federal funds are authorized to be appropriated for expenditure on a system of secondary roads to be selected by the state highway departments in cooperation with local road officials, and such a system has been selected and Federal funds have been appropriated for expenditure thereon; and

WHEREAS, as provided by the Secondary Highways Act of 1951 (Section 2200 et seq. of the Streets and Highways Code) Federal funds and certain matching monies from the State Highway Fund have been apportioned to County for the construction of the Federal-aid secondary system project selected by COUNTY in cooperation with STATE and described in Exhibit "A" hereto; and

WHEREAS, under Federal Law, STATE is required to enter into an agreement with COUNTY relative to prosecution of the said project and maintenance of the completed work.

NOW, THEREFORE, the parties agree as follows:

ARTICLE I - Contract Administration

1. The project or projects described in Exhibit A, hereinafter referred to as "the project", shall be constructed as provided in this agreement.
2. Construction work shall be performed by contract. STATE shall make final preparations for advertising, advertise and award the contract, and make payments to the contractor as the same become due.
3. The estimated cost of the project is as shown in Exhibit A hereto. A contract for an amount in excess of said estimate may be awarded and project expenditures may exceed said estimate if both STATE and COUNTY concur in the amount of and the necessity for the excess and sufficient money is available to finance same.

BY AUTHORITY OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, CALIFORNIA, I, CLERK OF THE BOARD OF SUPERVISORS, DO HEREBY CERTIFY THAT THE ABOVE AGREEMENT WAS ENTERED INTO BY THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, CALIFORNIA, AND THAT THE SAME IS A TRUE AND CORRECT COPY OF THE ORIGINAL AGREEMENT AS FILED IN THE OFFICE OF THE CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA CLARA, CALIFORNIA, ON JANUARY 9, 1973.

5. STATE shall exercise general supervision over the work and may assume full and direct control over the project whenever STATE, in its sole discretion, shall determine that STATE'S responsibility to the United States so requires.

6. The Congress of the United States, the Legislature of the State of California, and the Governor of the State of California, each within their respective jurisdictions, have prescribed certain employment practices with respect to contract and other work financed with Federal or State funds. COUNTY shall insure that work performed under this agreement is done in conformance with the rules and regulations embodying such requirements where they are applicable. Any agreement or service contract entered into by COUNTY for the performance of work connected with the project shall incorporate Exhibit B attached hereto.

7. All costs properly chargeable to the project but ruled ineligible under Federal-aid Highway Acts shall be paid by COUNTY and shall not be reimbursed by STATE.

8. After completion of all work under this agreement and after all costs are known, any unused COUNTY money shall be refunded. COUNTY monies deposited for preliminary engineering, construction engineering, and contract work shall be considered to be interchangeable, and shortages of COUNTY money in one such category may be made up from unused COUNTY money in another category. When the amount of unused COUNTY money is substantial and there is an unusual delay in determining final costs, STATE shall upon request make an interim refund of the funds known to be in excess.

9. When requested by COUNTY, STATE shall arrange for payment of available project funds for royalties due a property owner for borrow material furnished to the contractor for the project under an agreement between the property owner and COUNTY which has been approved by STATE. A certified copy of such agreement must be filed with STATE.

10. When the project includes work to be performed by a railroad, the contract for such work shall be entered into by COUNTY or by STATE, at COUNTY'S option. A contract entered into by COUNTY for such work must have the prior approval of STATE. In either event, COUNTY shall enter into an agreement with the railroad providing for maintenance of the protective devices or other facilities installed under the service contract. At the request of COUNTY, STATE shall make direct payment of project funds to a railroad for work performed under a contract between COUNTY and the railroad.

## ARTICLE II -- Rights of Way

1. Such rights of way as are necessary for the construction of the project shall be furnished by COUNTY, and no contract for the construction of the project or any portion thereof shall be awarded until the necessary rights of way have been secured. Prior to the advertising of the project COUNTY shall furnish STATE with evidence that necessary rights of way are available for construction purposes or will be available by the time bids are opened.

2. The furnishing of rights of way as provided for herein includes, in addition to all real property required for the improvement, free and clear of obstructions and encumbrances, the payment of damages to real property not actually taken but injuriously affected by the proposed improvement. COUNTY shall pay from its funds the cost of acquiring rights of way and any costs which arise out of right of way litigation, or out of delays to the contractor because utility facilities have not been removed or relocated, or because rights of way have not been made available to the contractor for the orderly prosecution of the work.

3. When STATE has determined that COUNTY'S right of way acquisition procedures meet Federal requirements, COUNTY may claim reimbursement from Federal and available State matching funds for expenditures to purchase rights of way specified in Exhibit "A".

### ARTICLE III - Engineering

1. "Preliminary engineering" as used herein includes all preliminary work related to the project, including but not restricted to preliminary surveys and reports, laboratory work, soil investigations, preparation of plans, design, and advertising. "Construction engineering" as used herein includes actual inspection and supervision of construction work, construction staking, laboratory and field testing, field reports and records, estimates, final reports, and allowable expenses of employees engaged in such activities.

2. Preliminary and construction engineering costs included in the estimate contained in Exhibit A may be financed with project funds. The remainder of such costs shall be financed by COUNTY without reimbursement. Unless otherwise agreed, Federal funds shall not participate in the cost of engineering. When preliminary engineering or construction engineering costs incurred by COUNTY are to be financed with project funds, STATE shall reimburse COUNTY for services performed on the basis of the actual cost thereof to COUNTY, including compensation and expense of personnel working on the project, required materials, and automotive expense, provided, however, that COUNTY shall contribute its general administrative and overhead expense. Payments for such services shall be made by STATE upon receipt of invoices from COUNTY prepared in such form and supported by such detail as may be prescribed by STATE.

3. Unless the parties shall otherwise agree in writing, COUNTY'S employees shall perform all engineering work. When preliminary or construction engineering for the project is performed by STATE, charges therefor shall include an assessment on direct labor costs in accordance with Section 8755.1 of the State Administrative Manual. The portion of such charges not financed with Federal funds or State-supplied matching funds shall be paid from funds of COUNTY deposited in advance for the purpose.

### ARTICLE IV -- Miscellaneous Provisions

1. This agreement shall have no force or effect unless and until the project is approved by the United States, nor shall any of the Federal and State matching funds provided herein be expended unless and until the Federal Government has agreed and is obligated to reimburse STATE in full for the amount of Federal funds to be expended.

2. In the event that the project is programmed on a stage construction basis, COUNTY shall complete the project to its final stage, with or without Federal aid, at such time as traffic or other conditions warrant and in a manner satisfactory to STATE. Should the work covered by this agreement involve a bridge without approaches, within a period of two (2) years after completion of the bridge COUNTY shall cause such approaches to be constructed, with or without Federal aid, to design standards acceptable to STATE.

3. The cost of maintenance performed by COUNTY forces during any temporary suspension of the work may be charged to County funds in the project if such are available therefor.

4. (a) Neither STATE nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, County shall fully indemnify and hold STATE harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by COUNTY under or in connection with any work, authority or jurisdiction delegated to COUNTY under this agreement.

4. (b) Neither COUNTY nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction not delegated to COUNTY under this agreement. It is also understood and agreed that, pursuant to Government Code Section 895.4, State shall fully indemnify and hold COUNTY harmless from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction not delegated to COUNTY under this agreement.

5. Auditors of STATE and the United States shall be given access to COUNTY'S books and records for the purpose of checking costs paid or to be paid by STATE hereunder.

6. Upon acceptance of the completed project by the awarding authority, or upon the contractor being relieved of the duty of maintaining and protecting certain portions of the work, COUNTY shall maintain the project or such portions of the work in a manner satisfactory to STATE. If, within ninety days after receipt of notice from STATE that the project or any portion thereof is not being properly maintained, COUNTY has not remedied the conditions complained of to STATE'S satisfaction, STATE may withhold the programming of further Federal-aid secondary projects of COUNTY until the project shall have been put in a condition of maintenance satisfactory to STATE.

7. The maintenance referred to in the preceding paragraph includes not only the preservation of the general physical features of the roadway, roadside, and surfacing, but also all safety and regulatory features, devices and appurtenances built into the project, and none of said safety features, devices and appurtenances shall be removed, eliminated or decreased in effectiveness without the prior approval of STATE. Safety features to be maintained include a roadside clear of utilities and other obstructions or features which may be a hazard to a motorist who inadvertently leaves the traveled way. No utility pole, tower, or other obstruction shall be placed within the right of way without the prior approval of governing body of the jurisdiction in which the project is located and, where clearances to the traveled way are less than those prescribed by STATE, without prior approval of STATE.

#### ARTICLE V -- Accommodation of Utilities

Utility facilities (as defined in U.S. B.P.R. Policy and Procedure Memorandum 30-4.1) may be accommodated on the right-of-way provided such use and occupancy of the highway right-of-way does not interfere with the free and safe flow of traffic or otherwise impair the highway or its scenic appearance; and provided a Use and Occupancy Agreement, setting forth the terms under which the utility facility is to cross or otherwise occupy the highway right-of-way, is executed by the COUNTY and OWNER. The Use and Occupancy Agreement setting forth the terms under which the utility facility is to cross or otherwise occupy the highway right-of-way must include the provisions set forth in Section F 11.04 of the CITY AND COUNTY PROJECTS MANUAL published by the STATE, unless otherwise approved by the STATE.



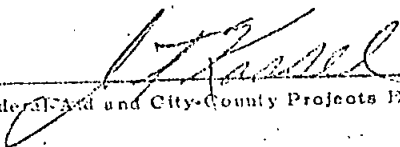
ARTICLE VI - Condition of Acceptance

As a condition of acceptance of the Federal-aid and State Matching monies provided for this project, COUNTY will abide by the Federal and State policies and procedures pertaining to the Local Federal Aid Secondary Program set forth in the CITY AND COUNTY PROJECTS MANUAL issued by the STATE and shall conform to applicable Federal and State Laws and Regulations whether or not such are included in said manual.

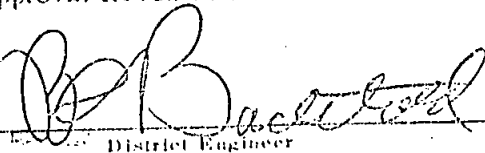
IN WITNESS WHEREOF, the parties have executed this agreement by their duly authorized officers.

STATE OF CALIFORNIA  
Department of Public Works  
Division of Highways

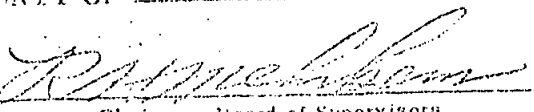
R. J. DATEL  
State Highway Engineer

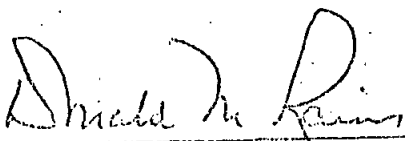
By   
Federal-Aid and City-County Projects Engineer

Approval Recommended:

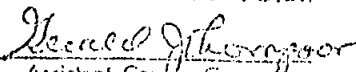
  
District Engineer

COUNTY OF SANTA CLARA


By   
Chairman, Board of Supervisors

ATTEST:   
Clerk, Board of Supervisors

APPROVED AS TO FORM

  
Assistant County Counsel

Approved as to Form and Procedure:

  
Attorney, Department of Public Works

## ARTICLE VII -- Project location and description of work proposed:

Location: FAS Project S-1001(1) on Lawrence Expressway  
from I-280 to Saratoga Road.

Description of work: Widen existing road from 4 lanes  
to 6 lanes, and modify signals.

## ARTICLE VIII -- Proposed Project funding:

Contract Total. \$600,000

## Financing:

Federal-aid Secondary Funds	\$304,385
State Highway Matching Funds	\$152,192
County Funds	\$143,423

## ARTICLE IX: Special Covenants

## A. Supersedes and Replaces Article I, Paragraph 4.

County may deposit with the Division of Highways its share of the estimated cost at this time, after award or after the project has been started. Funds deposited prior to award which are in excess of requirements, will be immediately refunded to COUNTY. Should COUNTY fail to pay monies due STATE within 30 days of demand or within such other period as may be agreed between the parties hereto, STATE acting through State Controller, may withhold an equal amount from future apportionments due COUNTY from the Highway Users Tax Fund.

## B. Holdover Clauses

1. Pursuant to the authority contained in Section 2212 of the Streets and Highways Code, it is agreed between the parties hereto that the apportionments of Federal-aid Secondary and State Highway Matching funds to Santa Clara County for the two successive fiscal years ending June 30, 1973 shall be combined for this project. Also to be combined in this project are any available balances from previous fiscal year apportionments.
2. The County will submit plans, specifications, estimates and the right of way certification prior to October 1, 1973.

## C. This revised agreement supersedes and cancels County-State Agreement No. 31.

## ARTICLE IX - Nondiscrimination Provisions:

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

1. *Compliance with Regulations:* The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. *Nondiscrimination:* The contractor, with regard to the work performed by it after award and prior to completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

3. *Solicitations for Subcontracts, Including Procurements of Materials and Equipment:* In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

4. *Information and Reports:* The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Department or the Bureau of Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State Highway Department, or the Bureau of Public Roads as appropriate, and shall set forth what efforts it has made to obtain the information.

5. *Sanctions for Noncompliance:* In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State Highway Department shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

6. *Incorporation of Provisions:* The contractor will include the provisions of paragraph 1 through 6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the State Highway Department or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

## ARTICLE X - NONDISCRIMINATION PROVISIONS

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State highway department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the State highway department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State highway department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance. Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State highway department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.