

Further Clarification on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements

The intent of a Measure R Highway Operational Improvement is to improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies at spot locations that **do not** expand the design capacity of the system and are intended to address recurrent congestion. In addition to those eligible projects on the State Highway System, for Measure R, projects located on primary roadways located generally within $\frac{1}{4}$ to $\frac{1}{2}$ mile corridor of any State Highway, including principal arterials, minor arterials, and key collector roadways, will be considered eligible for Operational Improvements and for ramp and interchange improvements. Examples of improvement projects include:

- interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for);
- ramp modifications (acceleration - deceleration/weaving);
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- **intersection and street widening;**
- **traffic signal upgrade/ synchronization;**
- **traffic surveillance;**
- channelization;
- **Park and Ride facilities;**
- turnouts;
- shoulder widening/improvement.

Up to 20% of the Arroyo Verdugo and Las Virgenes/Malibu Subregions' Operational Improvement dollars may be used for soundwalls.

Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown.

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