



**SAN MIGUEL CANYON ROAD/CASTROVILLE  
BOULEVARD INTERSECTION IMPROVEMENTS**  
MONTEREY COUNTY DEPARTMENT OF PUBLIC WORKS

EMC prepared an initial study, mitigated negative declaration, and CEQA noticing for a proposed road widening project in Monterey County. The project consists of roadway widening and striping improvements to an approximately 0.75 mile long segment of San Miguel Canyon Road between Prunedale North Road and just north of Castroville Boulevard in the Prunedale area of Monterey County, widening and restriping of an approximately 0.14 mile long segment of Castroville Boulevard near its intersection with San Miguel Canyon Road, and signalization of the San Miguel Canyon Road/Castroville Boulevard intersection. The project would be implemented in three phases and is designed to improve safety conditions on the roadways.

Phase 1 - San Miguel Canyon Road-Castroville Blvd. Intersection and Roadway Improvements. The proposed improvements to Castroville Boulevard is intended to substantially reduce turning delays and improve the safety of left turn movements.

Phase 2 - San Miguel Canyon Road Widening Northbound from Prunedale North Road to Langley Canyon Road. This phase of the project is necessary to complete and compliment the Caltrans widening and signalization improvements on San Miguel Canyon Road proposed from approximately 200 feet south of the U.S. Highway 101 overcrossing bridge to Moro Road as part of the Prunedale Improvement Project. Operational problems will exist without the improvements planned in Phase 2.

Phase 3 – Southbound San Miguel Canyon Road Widening. Phase 3 would tie together Phases 1 and 2. Phase 3 overlaps the portion of Phase 1 that is located south of Castroville Boulevard. Among other benefits, Phase 3 would help to reduce the southbound queue lengths on San Miguel Canyon Road during peak traffic hours. Phase 3 consists of widening the southbound segment of San Miguel Canyon Road located within the phase boundary by approximately 15 feet. Two 12-foot wide through lanes and an eight-foot paved shoulder will be constructed. Extensive 2:1 slope cuts would be created and tree removal will be needed along the western margin of San Miguel Canyon Road located within this phase boundary. The western part of the traffic signal at Moro Road would have to be removed and reconstructed.

Major environmental issues addressed in the initial study included sensitive biological resources, wetlands, and construction-related impacts associated with air quality, water quality, cultural resources, and noise.



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SUCCESS.**