

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 21-22, 2015

Reference No: 2.3a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs
Chief
Division of Design

Subject: ROUTE ADOPTION – CONTROLLED ACCESS HIGHWAY, 8-SBd-58 PM R0.0/R9.0
RESOLUTION HRA 15-02.

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 15-02 and a route location map for State Highway Route (SR) 58. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. The resolution grants approval of State highway route adoption of SR 58 in the county of San Bernardino from Post Mile R0.0 to R9.0.

ISSUE:

The Department proposes to adopt a portion of SR 58 as a controlled access highway from the Kern/San Bernardino County line to 3.7 miles east of US 395. A Project Report and an Environmental Impact Report/Environmental Impact Statement were approved on July 1, 2014. A Notice of Determination for compliance with the California Environmental Quality Act (CEQA) was published and filed with the State Clearinghouse on July 2, 2014. A Record of Decision for compliance with the National Environmental Policy Act (NEPA) was submitted to FHWA for publication in the Federal Register then approved on September 29, 2014.

Recommended by: _____
KARLA SUTLIFF
Chief Engineer

BACKGROUND

The purpose of this route adoption is to designate the remaining segment of conventional highway for SR 58 as a controlled access highway (expressway). The proposed route adoption was prepared by the Department with support from San Bernardino County and the public. This route adoption corresponds to a segment of a project that consists of realigning and widening a portion of SR 58 from a two-lane conventional highway to a four-lane divided expressway, located north of existing SR 58 from the Kern/San Bernardino County line (PM R0.0) to 3.7 miles east of US 395 (PM R9.0). The proposed project includes construction of a spread diamond/cloverleaf interchange at SR 58/US 395 Junction and an overhead structure at the Burlington Northern Santa Fe Railway intersection. The new four-lane divided controlled access highway will implement route continuity, increase capacity, reduce congestion and improve traffic safety.

SR 58 is a major east-west transportation corridor. SR 58 begins at its junction with US 101 in the Community of Santa Margarita, connecting with Interstate 5 (I-5) and SR 99 in the Bakersfield area and US 395 at Kramer Junction in San Bernardino County, ending at its junction with Interstate 15 (I-15) in the City of Barstow. SR 58 was adopted into the State Highway System in 1919 and was first paved in the late 1930s. The highway was constructed along the natural terrain, using prescriptive rights of way.

The portion of SR 58 proposed for route adoption will be a four-lane divided expressway located north of existing SR 58. Just west of the proposed adoption segment, SR 58 is a four-lane facility adopted by the California Highway Commission as a freeway on November 20, 1958. Just east of the proposed adoption segment, SR 58 is a two-lane facility adopted by the Commission as a controlled access highway on January 24, 1986. The segment of existing SR 58 between approximately PM T0.44 to PM R8.1 will be relinquished to the County of San Bernardino.

SR 58 carries a high percentage of truck traffic transporting goods in and out of the state. About 60 percent of the Annual Daily Traffic consist of trucks. SR 58 acts as a major extension of the Interstate System by connecting I-5 in Bakersfield to I-15 and I-40 in Barstow. SR 58 is classified as part of the California Freeway and Expressway System between these points. Between SR 99 and I-15, SR 58 is part of the Strategic Highway Corridor Network and has been designated as part of the National Network for oversized trucks and the National Highway System. It is also included as a High Emphasis Route and Focus Route under the Interregional Road System.

The realignment and widening of the SR 58 Project has been planned with the approval of a Project Study Report in 1991 where several alternatives were proposed. The Project Report and the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) were approved on July 1, 2014 with the realignment of SR 58 to the north of its existing alignment being the preferred alternative.

The purpose of this project is to implement route continuity on SR 58 with its adjacent segments, increase capacity, reduce congestion, improve traffic safety, meet community and environmental needs along the corridor through integrated management of the transportation network and provide new state route access. In addition, it will accommodate the increased volumes of oversized vehicles. The four-lane divided controlled access highway from PM R0.0 to approximately PM R9.0 will separate local traffic from interregional traffic. The proposed 100-foot wide median will separate opposing traffic and it will improve sight distance and clear recovery zone. The SR 58/US 395 interchange and the railroad grade separation will eliminate delays. Moreover, this project will be in compliance with the Transportation Concept Report (TCR), dated September 25, 2012.

The proposed project is needed to address current and future operational deficiencies. Truck and general traffic volumes on SR 58 are expected to increase in the future, affecting the level of service (LOS). Currently, the two-lane conventional highway within project limits is operating at a LOS "D" and "E" and it will decline to "E" and "F" by the year 2039. Delays will also increase at US 395 (Kramer Junction) due to an at-grade crossing. Without improvements, the increased congestion and delays created on this segment of SR 58 and on the local streets will adversely affect traffic operations and safety for motorists.

The Department, in coordination with the county of San Bernardino and the public, concluded that realignment of SR 58 to the north of its existing alignment is the preferred alternative with the minimum effect on resources. The decision to select the northern alignment resulted from the comments received during circulation of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) and Public Hearing. The DEIR/EIS circulation included responses from cooperative and participating agencies, resource and regulatory agencies and the public.

The completion of this project will greatly enhance the continuity of SR 58 and will provide a continuous four-lane facility from SR 99 in Kern County to I-15 in San Bernardino County. It should be noted that the portion of SR 58 covered by this project is the last segment of the route in San Bernardino County that has not been converted to a four-lane facility.

This request is for the controlled access highway route adoption. This route adoption will allow for the execution of a controlled-access highway agreement (CAHA) with San Bernardino County.

A concurrent action to approve the environmental document for the route adoption is on this month's Commission agenda.

Attachments:
Resolution HRA 15-02
Vicinity Map
Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
08-SBd-58 PM R0.0/R9.0

Resolution HRA 15-02

WHEREAS, the California Department of Transportation (Department) and San Bernardino County jointly request approval of this Route Adoption as State Highway; and

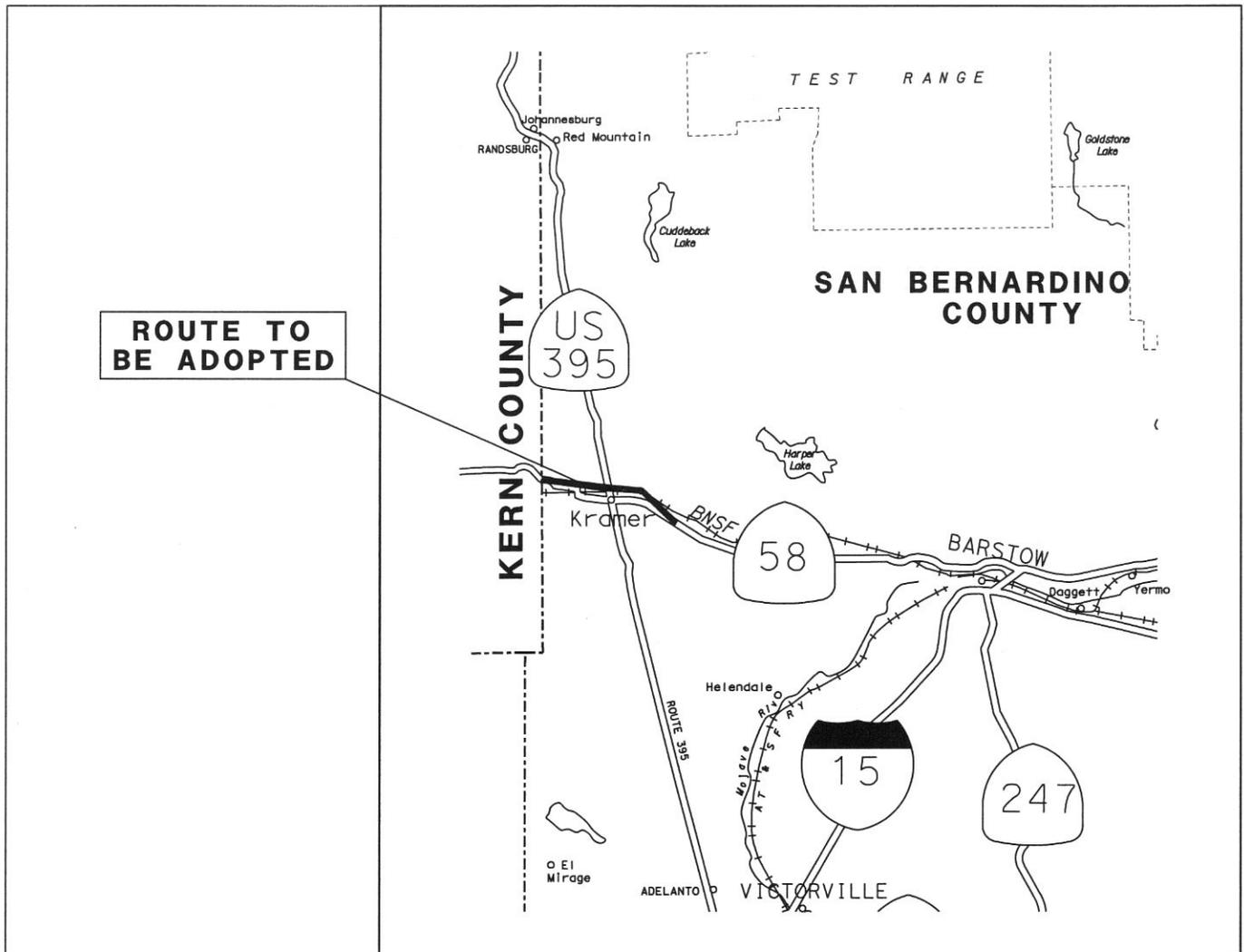
WHEREAS, the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was approved on July 1, 2014; and

WHEREAS, the Project Report recommending the Route adoption was approved on July 1, 2014.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 58 from the Kern/San Bernardino County line to 3.7 miles east of United States Route 395, in the county of San Bernardino, and officially designate it as 08-SBd-58, a Controlled Access Highway, as said location is shown on the Route Adoption map submitted by Christy Connors, District 8, Deputy District Director of Design; and

BE IT FURTHER RESOLVED by the Commission that the existing State highway Route 58 shown on said map, as the existing State highway, shall remain as the State highway until such new portion is constructed and available for traffic and the existing State highway has been relinquished as provide by law; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State highway is for the best interest of the State.

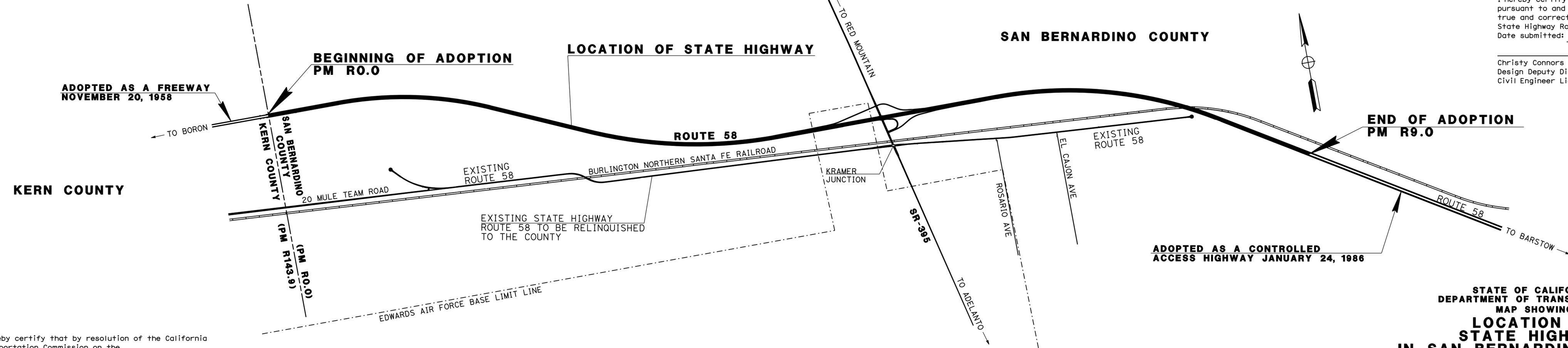


SAN BERNARDINO COUNTY

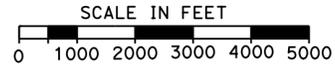
**A CONTROLLED
ACCESS HIGHWAY
ROUTE ADOPTION
LOCATION MAP
08-SBd-58**

I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 58.
Date submitted: _____

Christy Connors
Design Deputy District 8 Director
Civil Engineer License No. 54034



I hereby certify that by resolution of the California Transportation Commission on the _____ alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 7 and declared a Controlled Access Highway
Attest: _____
Executive Director,
California Transportation Commission



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING
**LOCATION OF
STATE HIGHWAY
IN SAN BERNARDINO COUNTY
FROM KERN/SAN BERNARDINO COUNTY LINE
TO 3.7 MILES EAST OF UNITED STATES ROUTE 395**
08-SBd-58
A CONTROLLED ACCESS HIGHWAY

IN SAN BERNARDINO COUNTY PM R0.0/R9.0