

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY ROUTE MATTERS
New Public Road Connection
Resolution S-711
02-Teh-5 KP R43.6/R44.7
(PM R14.2/R15.0)

CTC Meeting: August 23-24, 2000

Prepared by:
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Agenda Item: 2.3b.

Original Signed By
W.J. EVANS, Deputy Director
Finance
August 1, 2000

NEW PUBLIC ROAD CONNECTION

RECOMMENDATION

Submitted to the California Transportation Commission are Resolution S-711 and maps of the location on State Highway Route 5. The County of Tehama and the City of Red Bluff have requested approval of a new public road connection to Route 5. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Deputy Director, Project Development. The resolution grants approval of a new public road connection as an interchange to Route 5 in the County of Tehama, near the City of Red Bluff, at Kilo Post R43.6/R44.7 (Post Mile R14.2/R15.0).

A Project Study Report was approved June 5, 1991. A Project Report was completed in June 2000. The CEQA process has been satisfied by certification of the Environmental Impact Report prepared by the State after public circulation and a hearing. The EIR was prepared in accordance with the State Guidelines and is the appropriate document for the current proposed project.

Original Signed By _____

Recommended by: BRENT FELKER, Deputy Director Project Development

Background

Interstate 5 is a high emphasis route on the National Highway System. Within the County of Tehama it is a four to six lane freeway with lane widths of 3.6m and typical shoulder widths of 1.5 m inside and 3.0 m outside. The portion of Interstate 5 within the project limits was constructed in 1965. In 1997 the Average Annual Daily Traffic for the section of Interstate 5 within the project limits was 31,000.

The majority of the City of Red Bluff is west of Interstate 5 (see Location Map). The City is served by two interchanges, Antelope Road and Via Del Roble. Route 36 is the primary east-west connector as it starts at Route 101 south of the City of Eureka, intersects Interstate 5 at the Antelope Road interchange and Route 99 east of Interstate 5 and ends at Route 395 in the City of Susanville in Lassen County. Via Del Roble is a half-interchange located at KP R45.7 consisting of a northbound on-ramp and a southbound off-ramp in the northern portion of the City of Red Bluff. The freeway agreement, approved in 1962, shows two full interchanges at these locations.

North Red Bluff is one of the City's primary growth areas. The North Red Bluff business district includes many state and private business offices, which continue to expand. Residential areas east of Interstate 5 along Adobe Road and west of Main Street along Walton Avenue and Route 36 are growing. Currently Route 36 traffic must travel through downtown Red Bluff where there are numerous delays at signalized intersections and safety concerns involving the truck traffic. The California Highway Patrol and medical emergency staff must travel through downtown Red Bluff to respond to safety incidents south of the Via Del Roble interchange. In addition the William B. Ide Adobe State Historic Park and boat ramps are located 1.5 kilometers east of Interstate 5 on Adobe Road and attract many tourists and river enthusiasts year round.

The City of Red Bluff's General Plan and the Tehama County Transportation Commission's 20-year Regional Transportation Plan address an interchange at Adobe Road as a primary solution for circulation issues. In addition, the Route Concept Report for Route 36 identifies providing ramps at Adobe Road as a high priority improvement.

Proposal

The Project Report evaluated six alternatives. The preferred alternative (Alternative 1) proposes to construct the new interchange at the existing Adobe Road overcrossing. Construction of new roadway and the need for right-of-way purchase is minimized because Adobe Road is already in place. The intersections of Adobe Road and Main Street, as well as Adobe Road at the new ramp termini, will be signalized and lit. Construction at this location has the potential to create significant noise impact for 8 of the 15 residents living immediately northeast of the project on Lisa Way. The current noise study indicates the need for noise abatement. A small amount (less than 0.04 hectares) of residential property will also be required which requires the removal of fruit trees planted behind the backyard fence of one residential property. The distance between Adobe Road and the Via Del Roble is such that the truck-climbing lane is not needed. In addition the interchange at Via Del Roble does not need to be removed. City officials have expressed an interest in having Caltrans adopt as Route 36 the segment of Adobe Road between Main Street and Interstate 5, thus relinquishing the portion through downtown. This will be pursued as a separate relinquishment and route adoption action. Estimated construction and right-of-way costs for this alternative are \$5.8 million.

The Project Development Team dropped two alternatives from consideration. One alternative was to complete the interchange at Via Del Roble by building two ramps. The other alternative was to construct another half-interchange at Adobe Road. These alternatives were dropped because of physical

constraints, which increased construction cost, and lack of Federal Highway Administration approval of a new connection for a half-interchange.

Alternative 3 would have provided a connection directly east of where Route 36 joins Main Street which would provide the most direct routing of Route 36 traffic and improved emergency access to residents living in the north part of the City of Red Bluff. However this alternative would not provide access for traffic from the east side of Interstate 5 and would require modification of several traffic signals to accommodate railroad crossings. In addition FHWA would require the closing of the Via Del Roble interchange to prevent weaving problems. This alternative also would require a truck-climbing lane to provide smooth merging of northbound truck traffic. Alternative 3 has an estimated construction and right-of-way costs of \$10 million.

Alternative 2 proposes to construct an interchange midway between Adobe Road and the intersection of Main Street and westbound Route 36. Like Alternative 3 there will be no connection for local eastbound traffic, the interchange at Via Del Roble would be closed and a northbound truck-climbing lane would be required in the near future. Although the need for the truck-climbing lane may not be immediate as current truck volumes may not be high enough to interfere with traffic flow from this location. Significant amounts of commercial property will be impacted if this alternative were chosen since a road must be built from Main Street to the freeway. The estimated cost for construction and right-of-way is \$4.1 million. The construction cost of the truck-climbing lane is \$4.5 million.

The project was initially funded in the 1998 STIP as two phases. Phase I would use \$3.69 to purchase right-of-way and to construct the southbound on-ramp and the northbound off-ramp. The second phase would construct the two remaining ramps with \$2.035 million. These two phases will be combined for construction for a combined estimate of \$5.727 million.

Coordination

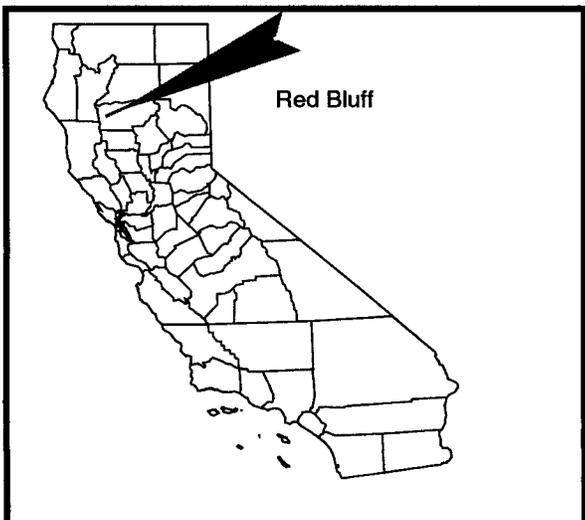
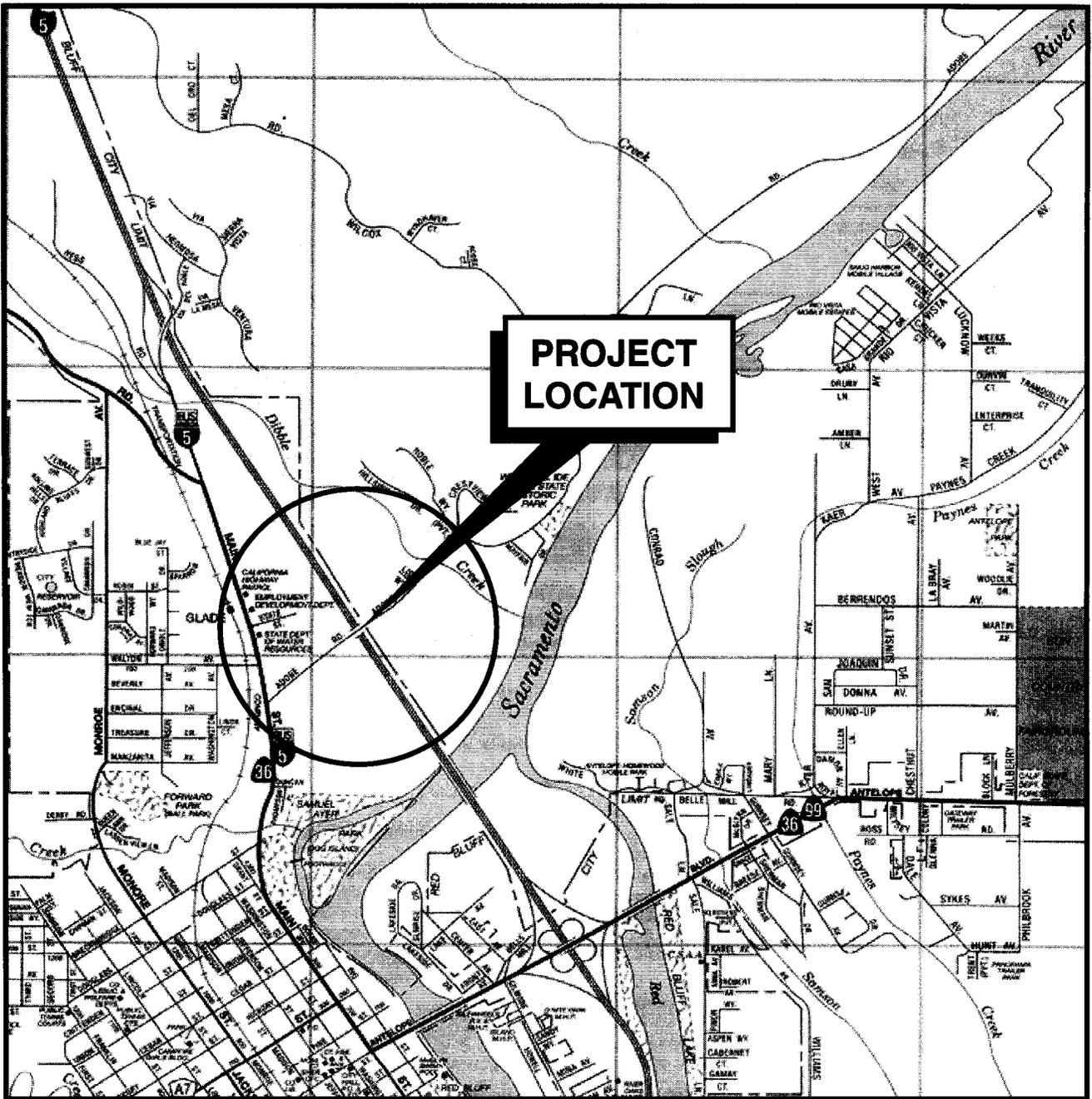
There is strong local support for this project by the City of Red Bluff, the Tehama County Transportation Commission, local business groups, and the County Board of Supervisors based on the need for complete access to Interstate 5. Alternative 1, the preferred alternative, has created opposition from the Lisa Way Residents Group (10 to 15 local homeowners) based primarily on the potential for increased lighting, increased noise, security view impacts and decreased property values.

Two public information meetings and one meeting with the residents of Lisa Way were held prior to release of the Draft Environmental Assessment and Initial Study. Additional meetings were held for the public and Lisa Way residents during the environmental document review period. A notice for the public information meetings was published in the local newspaper and letters were sent to adjacent landowners and other potentially interested groups. An Environmental Assessment and Initial Study was prepared which resulted in a Negative Declaration and Finding of No Significant Impact.

A New Connection Report for the interchange on Interstate 5 at Adobe Road was submitted to FHWA June 1, 2000 and approved in July.

Conclusion

The new connection is needed to remove interregional traffic from local streets and to improve access during an emergency and for local trips.



LOCATION MAP



02-TEH-005

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution Authorizing
A New Public Road Connection
to the Freeway
02-Teh-49 KP R43.6/R44.7 (PM R14.2/R15.0)**

Resolution Number S-711

WHEREAS, a Freeway Agreement for Interstate 5 will be executed by the City of Red Bluff at their August 17, 2000, meeting showing an interchange at Adobe Road; and

WHEREAS, the Federal Highway Administration has approved the new connection based on the information presented in the Department of Transportation's request; and

WHEREAS, the Department of Transportation has determined that the new connection does not have a significant effect on the environment under the provisions of the California Environmental Quality Act and the state CEQA Guidelines; and

WHEREAS, evidence was presented that the proposed project will have traffic impacts that are discussed in the project report and incorporated into the project; and

NOW, THEREFORE, BE IT RESOLVED by the Commission that it hereby authorizes a new public road connection to the Interstate 5 at Adobe Road, Kilometer Post KP R43.6/R44.7 (PM R14.2/R15.0), in the City of Red Bluff, in the County of Tehama; and