

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

HIGHWAY ROUTE MATTERS
Route Adoption as a Highway
Adoption Resolution: HRA 01-2
04-SF-101 KP R8.0/8.5 (PM R5.0/5.3)

Prepared by: Robert L. Buckley
Program Manager
Design and Local Programs
(916) 654-3858

CTC Meeting: December 5-6, 2000

Agenda Item: 2.3a(1)

Original Signed By _____

W.J. EVANS, Deputy Director

Finance

December 1, 2000

ADOPTION OF LOCATION FOR STATE HIGHWAY
As a Traversable Highway

RECOMMENDATION

Submitted to the California Transportation Commission are Highway Route Adoption Resolution HRA 01-2 and maps of the location of State Highway Route 101. It is recommended that the California Transportation Commission (CTC) approve the resolution and the route location map in accordance with the recommendation of the Deputy Director, Project Development. The resolution adopts as a traversable highway a 0.5-kilometer (0.3-mile) location for State Highway Route 101 in the City and County of San Francisco (City) from Erie Street and Duboce Avenue to Golden Gate Avenue

The Central Freeway Replacement Project is a seismic replacement project as described in the Streets and Highways Code Section 72.1. Because it is a seismic replacement project it is exempt from CEQA requirements as stipulated in Streets and Highways Code Section 180.2. National Environmental Protection Act (NEPA) requirements are documented in a Finding of No Significant Impact (FONSI) which the City and County of San Francisco is obtaining.

Original Signed By Robert Buckley for _____

Recommended by: BRENT FELKER, Deputy Director
Project Development

Background

The Central Freeway is the extension of Route 101 from the Interstate 80-Route 101 interchange to Turk Street. This portion of Route 101 was adopted into the State Highway System and declared a freeway on April 21, 1954.

Parts of the elevated concrete structure were severely damaged during the Loma Prieta earthquake on October 17, 1989. The northern portion of the freeway from approximately Fell and Oak Streets leading to the Franklin and Gough Street ramps was demolished in 1992. The remaining double deck portion of the structure from Mission Street to the Fell and Oak Street ramps was braced to provide interim seismic support in 1990. The upper deck of the structure was removed in 1996 to improve seismic stability. The remaining lower deck of the structure ending at Fell Street was seismically retrofitted in 1998.

Proposal

Alternatives were studied and put before the voters in the form of propositions. The voters considered several propositions. They chose the Central Freeway Replacement Project, Proposition I. The Project consists of the demolition of the existing Central Freeway from South Van Ness Avenue to Fell Street, the construction of a new freeway ramp that terminates at Market Street, the construction of a ground level boulevard from Market Street north to Fell Street, and the adoption of a traversable highway. The State will transfer to the City the State right of way corridor between north of Market and south of Turk Street. The Central Freeway Replacement Project is programmed in the 2000 SHOPP in the 02/03 fiscal year for a construction cost of \$36.4 million. The City will fund portions of the Project with proceeds from the sale or use of the right of way parcels transferred to the City by the State.

The Central Freeway Replacement Project requires superseding the route adoption map for Route 101 dated February 7, 1955. As shown on the attachment the CTC will adopt and designate as Route 101 the portion of Mission Street from Duboce Avenue to South Van Ness Avenue, the southbound portion of South Van Ness Avenue from Erie Street to Market Street and the portion of Van Ness Avenue from Market Street to Golden Gate Avenue. The State will have responsibility for the roadbed. The City will retain responsibility for sidewalks.

Coordination

The project is statutorily exempt from CEQA because it was declared a seismic retrofit project per Streets and Highways Code 180.2. A Finding of No Significant Impact (FONSI) was issued in March 1998 for the Central Freeway Replacement Project alternatives under consideration at that time. In November 1999 voters selected Proposition I which consisted of design features for the ground-level boulevard that were not evaluated in the March 1998 FONSI. As mentioned previously there has been much participation by the citizens and the City in this project. The City of San Francisco prepared an Environmental Reevaluation of this alternative and a new FONSI reflecting Proposition I will be issued by the FHWA.

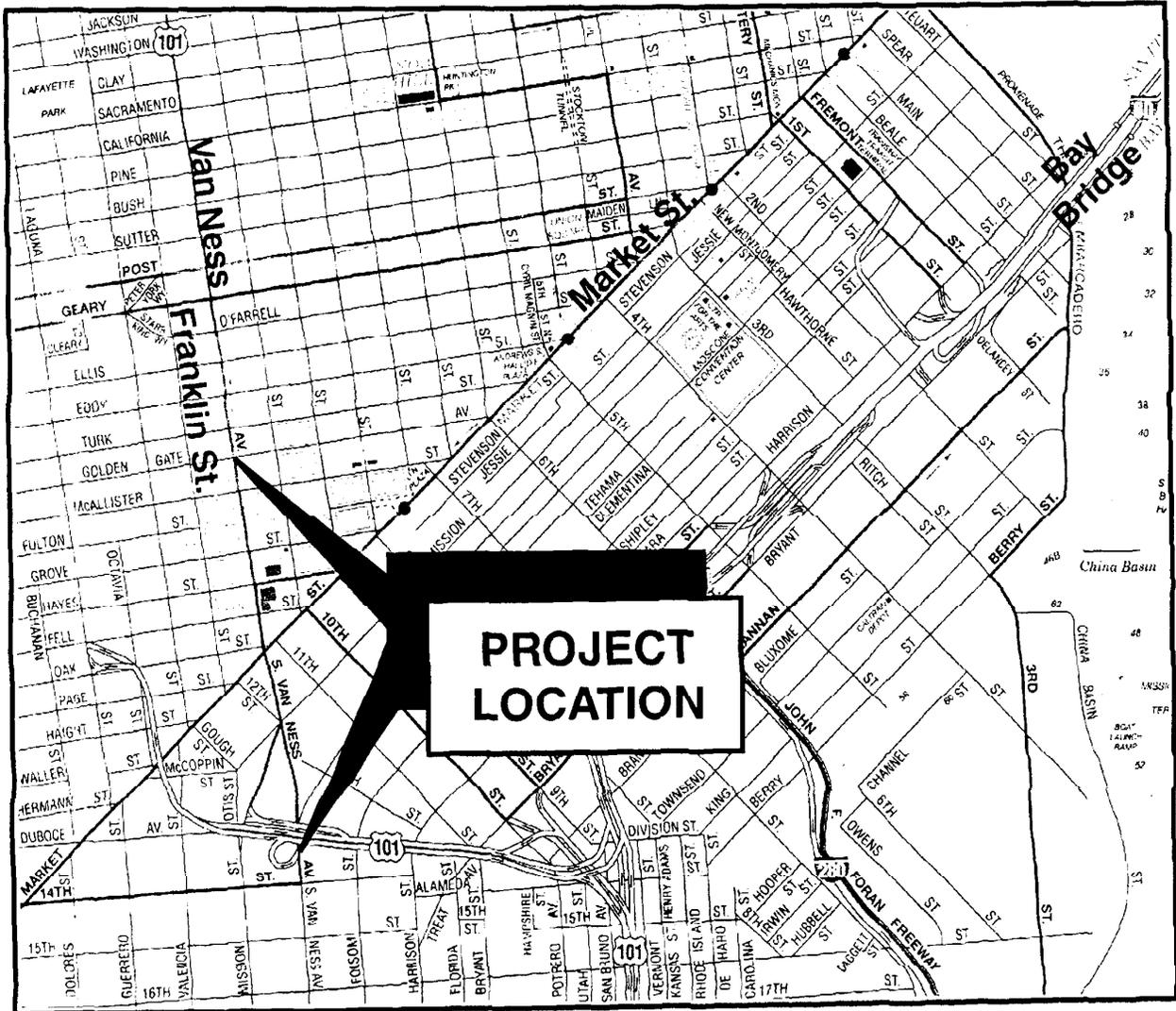
The Cooperative Agreement between the State and the City stipulates that the State will transfer to the City the right, title and interest in and to the parcels between Market Street and Turk Street, but that the State will retain a temporary easement for those parcels between Market Street and Fell Street, including property rights and leasehold interests, until the State declares the State's Freeway Project to be complete. The City will accept the right of way parcels transferred by the State in "as is" condition and will be responsible for any hazardous-waste clean up if necessary.

The Cooperative Agreement between the State and the City addresses the Central Freeway Project's funding, schedule and designation of specific project responsibilities. In addition the State and the City will develop Traffic System Management (TSM) measures and a Traffic Management Plan (TMP) to mitigate long and short-term traffic impacts. There will also be coordination with mass transit agencies such as BART and MUNI.

Conclusion

The route adoption is needed to reflect the revised alignment for Route 101 through the City and County of San Francisco and to enable the repairs to Route 101 chosen by the citizens of the City and County of San Francisco to be built.

Attachment



**PROJECT
LOCATION**



LOCATION MAP

San Francisco



04-SF-101

BEGINNING OF ADOPTION
KP R8.0 (PM R5.0)

END OF ADOPTION
KP 8.5 (PM 5.3)



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.

Submitted: _____

Chief Design Engineer
Civil Engineer License No. _____

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

MAP SHOWING

LOCATION OF STATE HIGHWAY

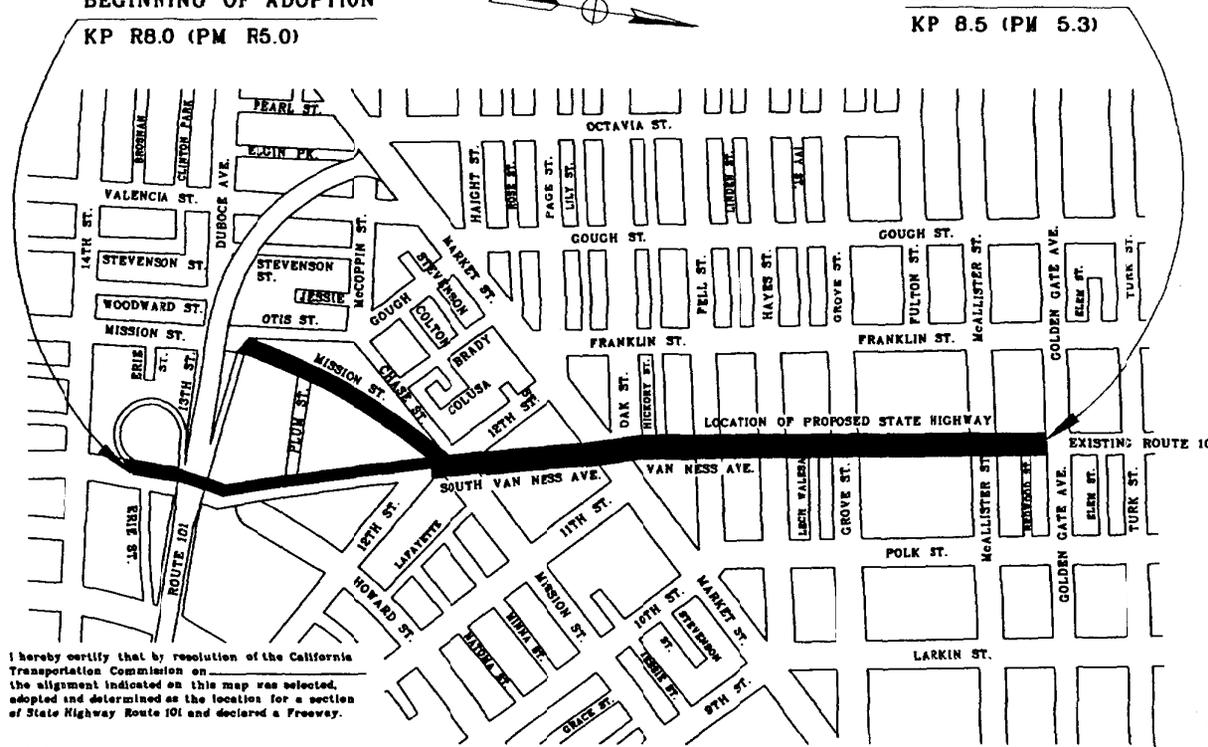
IN THE CITY AND COUNTY OF SAN FRANCISCO
FROM DUBOCE STREET TO SOUTH VAN
NESS AVENUE AND FROM ERIE STREET
TO MARKET STREET AND FROM
MARKET STREET TO GOLDEN GATE AVENUE

A HIGHWAY
04-SF-101



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 101 and declared a Freeway.

Attest: _____
Executive Director
California Transportation Commission



CALIFORNIA TRANSPORTATION COMMISSION
Resolution Adopting a Highway Location as a Traversable Highway
04-SF 101 KP 8.0/8.5 (PM R5.0/5.3)
Resolution HRA 01-2

WHEREAS, the Central Freeway was damaged in the Loma Prieta earthquake; and

WHEREAS, Streets and Highways Code Section 72.1 was amended to declare that the Central Freeway is not part of the state highway system and is a seismic replacement project and therefore exempt from CEQA requirements as stipulated in Streets and Highways Code section 180.2; and

WHEREAS, alternatives were studied and put before the citizens of the City and County of San Francisco in the form of propositions; and

WHEREAS, the voters chose the Central Freeway Replacement Project which includes the demolition of the Central Freeway, the construction of a new freeway ramp that terminates at Market Street, the construction of a ground level boulevard from Market Street to Fell Street and the adoption of a new highway location for Route 101; and

WHEREAS, the State and the City and County of San Francisco will have documented the project decisions in a project report and in a cooperative agreement; and

WHEREAS, the NEPA documentation for the Central Freeway Replacement project is in a Finding of No Significant Impact (FONSI) which the City and County of San Francisco is obtaining from FHWA; and

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that, pursuant to the authority vested in it by law, this Commission does hereby adopt into the State Highway System, conditioned upon the City subsequently completing its obligations established within Streets and Highways Code section 72.1 and the Cooperative Agreement executed between the City and State for the Central Freeway Replacement Project, as State Route 101 the 0.5 kilometer (0.3 mile) segment, which consists of Mission Street from Duboce Avenue to South Van Ness Avenue, southbound South Van Ness Avenue from Erie Street to Market Street and Van Ness Avenue from Market Street to Golden Gate Avenue, Kilometer Post 8.0/8.3 (Post Mile R5.0/5.3), in the City and County of San Francisco as said location is shown on the map submitted on December 1, 2000, by Robert L. Buckley, Chief Design Engineer.