

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 31-February 1, 2007

Reference No.: 2.3a.
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Mark Leja
Division Chief
Design

Subject: **ROUTE ADOPTION, 6-Ker-46 PM 0.00/29.9 (KP 0.00/48.1)**
RESOLUTION HRA 07-01

RECOMMENDATION:

Submitted for transmittal to the Commission are Highway Route Adoption Resolution HRA 07-01 and the map for State Highway Route 46. The Department recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts 29.9 miles of State Highway Route 46 near the City of Lost Hills in the County of Kern as a Controlled Access Highway.

ISSUE:

A Project Report was approved June 14, 2005. A Negative Declaration (ND)/ Finding of No Significant Impact (FONSI) was prepared for California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) approval. This document was approved by the CTC on October 12, 2006. This route adoption extends the limits of the 1971 adoption from PM 28.5 to PM29.9.

Recommended by: _____
RICHARD D. LAND
Chief Engineer

BACKGROUND:

Route 46 begins at the junction of Route 1 in San Luis Obispo County and continues for 118 miles through San Luis Obispo and Kern Counties. It intersects Routes 101 and 41 in San Luis Obispo County and Routes 33, 43, 99 and Interstate 5 (I-5) in Kern County. The Route terminates at its junction with Route 99 in Kern County. The Kern County portion of the highway is 58 miles in length.

Route 46 was adopted into the California Highway System in 1915 and was made part of the California Freeway and Expressway System in 1971 as a Controlled Access Highway. Within the county, this highway crosses terrain that transitions from gently rolling rangeland to level agricultural land and small urban areas. Route 46 has been designated as a State Highway Terminal Access Route for larger trucks under the Federal Surface Transportation Act of 1982. Route 46, from its junction with Route 101 to its junction with I-5, is a State Highway Extra Legal Load (SHELL) Route and is included in the National Highway System. Route 46 is also a High Emphasis Interregional Route. The route is designated for explosives, hazardous materials (including rocket fuel), and trucks up to 105 feet in length. On a year-around basis, Route 46 is a significant interregional route for agricultural products, and truck traffic accounts for 40 percent of the Average Annual Daily Traffic (AADT).

The purpose of the project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane expressway with a standard 62-foot median in most places.

The project improvements extend beyond the limits of the route adoption to 0.9 miles east of I-5. The proposed improvements include new lanes that will shift north and south from the existing alignment in order to avoid a natural creek, a canal, orchards and development along Route 46. The design speed within the expressway limits would be upgraded to 80 miles per hour and the existing roadbed would be rehabilitated to meet all current design standards. Within the community of Lost Hills (PM 29.9 to 30.8), a four-lane conventional highway is proposed with an 18-foot median. The median will act as a two way left turn lane. At I-5 and the business district, the 30-foot median will consist of a left turn lane in each direction separated by a curbed island.

Several local roads and Route 33 will be realigned to provide a 90-degree approach to Route 46. This will improve the safety and the operations of these intersections. Route 33 will be constructed with exclusive right and left turn lanes, and storage for left turning movements. In addition, existing intersections within the project limits will be upgraded to accommodate Surface Transportation Assistance Act of 1982 trucks, which are roughly 69 feet long.

Within the limits of the route adoption, one bridge will be replaced-the Bitter Water Creek Bridge (#50-437). Beyond the area of the route adoption, new structures include the California Aqueduct Bridge (#50-197), the Route 46/5 separation Bridge (#50-316), the Main Flood Canal Bridge (#50-30), and the West Side Canal Bridge (#50-29).

A public information meeting was held for this project on April 19, 2001, and a Public Hearing was held on May 7, 2003. The major concern of large agricultural operations in the area is access to

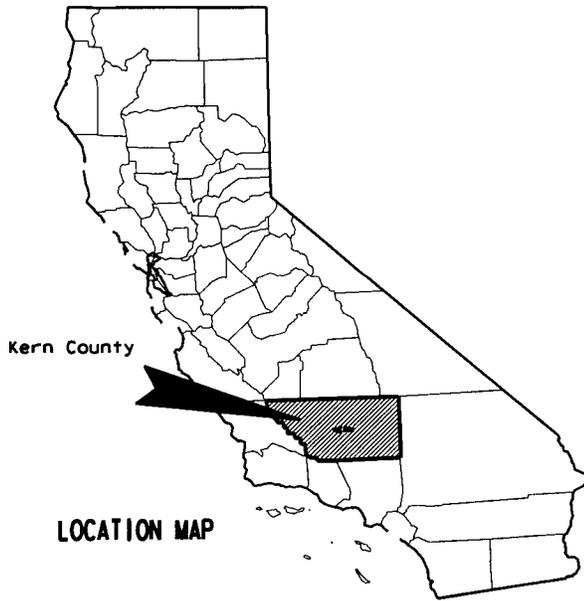
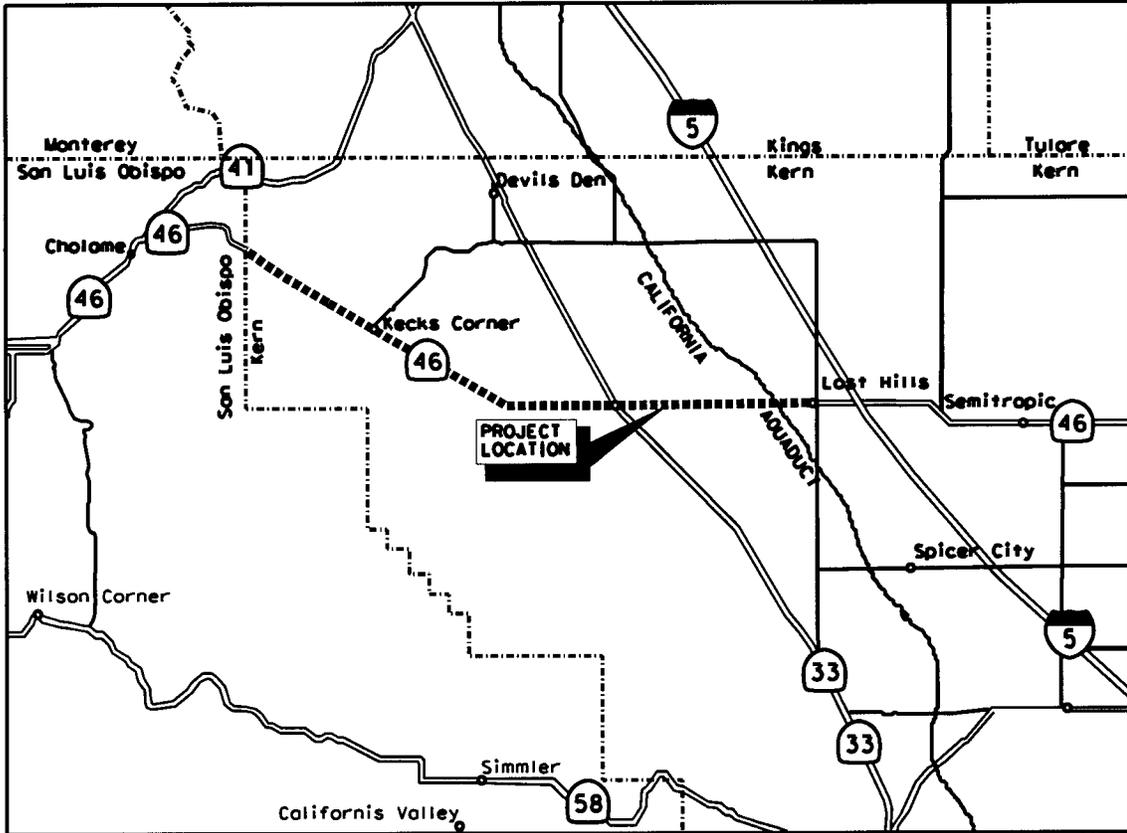
Route 46 when the existing highway is converted to an expressway. Access openings were provided in accordance to our policies and standards stated in the California Highway Department Design Manual.

Public support for this project is very high in Kern County as well as the Central Valley, where a lot of weekend traffic is generated by travelers vacationing along the central coast. For these travelers, Route 46 offers the only practical corridor to the coast.

The proposed adoption establishes controlled access highway and is consistent with the projects ND/FONSI.

Attachments

Vicinity Map
Resolution HRA 07-01
Route Adoption Map



**06-KERN-46
VICINITY MAP**

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
6-Ker-46 PM 0.0/29.9 (KP 0.0/48.1)

Resolution HRA 07-01

WHEREAS, the Department of Transportation, with input on the project from the County of Kern, has completed studies and approved of the public hearing process relative to the adopted State Route 46, in Kern County; and

WHEREAS, the Department of Transportation has completed a Negative Declaration/Finding of No Significant Impact; and

WHEREAS, the project will have minimal effects on the environment which will be mitigated; 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 select, adopt and determine the location of that segment of State Highway Route 46, from the San Luis Obispo / Kern County line to 0.81 mile west of Lost Hills Road, in Kern County and officially designated as 6-Ker-46, as said location is shown on the map submitted on January 31, 2007 by Mark Leja, Chief, Division of Design; and

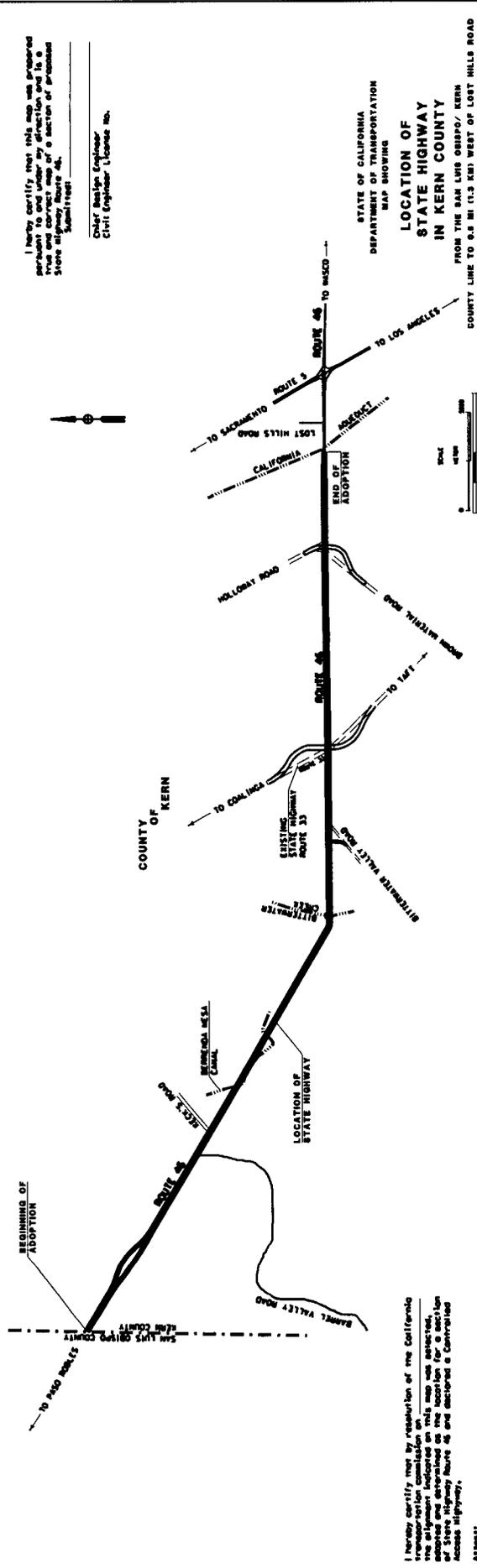
BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.

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 No. 46.
 Submit here:

Chief Design Engineer
 Civil Engineer, License No. _____

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 MAP SHOWING
**LOCATION OF
 STATE HIGHWAY
 IN KERN COUNTY**
 FROM THE SAN LUIS GILIPPO/ KERN
 COUNTY LINE TO 0.4 MI (0.5 KM) WEST OF LOST HILLS ROAD
 S-KER-46
 A CONTROLLED
 ACCESS HIGHWAY

Scale: 1" = 1 Mile
 0 1 2 Miles



I hereby certify that by resolution of the California State Highway Commission on _____, the alignment indicated on this map was selected, approved and authorized as the location for a section of State Highway No. 46 and declared a controlled access highway.
 AS WITNESSED:

Executive Director
 California Transportation Commission

Scale: 1" = 1 Mile
 0 1 2 Miles