

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: April 25-26, 2007

Reference No.: 2.3a.
Action Item

From: CINDY McKIM
Chief Financial Officer

Prepared by: Mark Leja
Chief
Division of Design

Subject: **ROUTE ADOPTION, 6-KER-33 PM R95.4/R97.9**
RESOLUTION HRA 07-02

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 07-02 and a route location map for State Highway Route 33. 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. This resolution adopts 2.5 miles of State highway for Route 33 in the county of Kern as a State highway.

ISSUE:

A Project Report was approved June 14, 2005. A Negative Declaration (ND)/ Finding of No Significant Impact (FONSI) has been prepared for California Environmental Quality Act and National Environmental Protection Act approval. This document was approved by the Commission on October 12, 2006. This adoption also conforms to the Route 46 adoption of February 1, 2007.

Recommended by: _____
RICHARD D. LAND
Chief Engineer

BACKGROUND:

Route 33 begins at the junction of Route 101 in Ventura County and continues for 289 miles through Ventura, San Luis Obispo, Kern, Kings, Fresno, Merced, Stanislaus, and San Joaquin Counties. It intersects Routes 101 and 150 in Ventura County; Routes 166, 119, 58, and 46 in Kern County; Routes 41 and 269 in Kings County; Routes 198 and 180, and Interstate 5 (I-5) in Fresno County; Routes 152, 165, 140, and I-5 in Merced County; and Route 132 and I-5 in San Joaquin County. The route terminates at its junction with I-5 in San Joaquin County.

Route 33 was adopted into the California Highway System in 1915. Within the county, this highway crosses terrain that transitions from mountainous in the southern portion to flat and rolling terrain in the northern portion. Route 33 has been designated as a State Highway Terminal Access Route for larger trucks under the Federal Surface Transportation Act of 1982. Route 33, from its junction with Route 101 to its junction with I-5, is a State Highway Extra Legal Load Route and is included in the National Highway System. Route 33 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 33 is a significant interregional route for agricultural products, and truck traffic accounts for 40 percent of the Average Annual Daily Traffic.

The proposed route adoption for this segment of Route 33 will improve the safety and the operations at the Route 46 junction. Route 33 will be realigned to provide a 90-degree approach to Route 46. The junction will be constructed with exclusive right and left turn lanes, and storage for left turn movements. In addition, Route 46 will be rehabilitated to meet current design standards from the San Luis Obispo County line to 0.8 mile west of Lost Hills Road.

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 significant amount of weekend traffic is generated by travelers vacationing along the central coast.

The proposed adoption establishes a State highway and is consistent with the project's ND/FONSI.

Attachments
Resolution HRA 07-02
Location Map
Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
6-KER-33 PM R95.4/97.9

Resolution HRA 07-02

WHEREAS, the California Department of Transportation (Department), 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 33, in Kern County; and

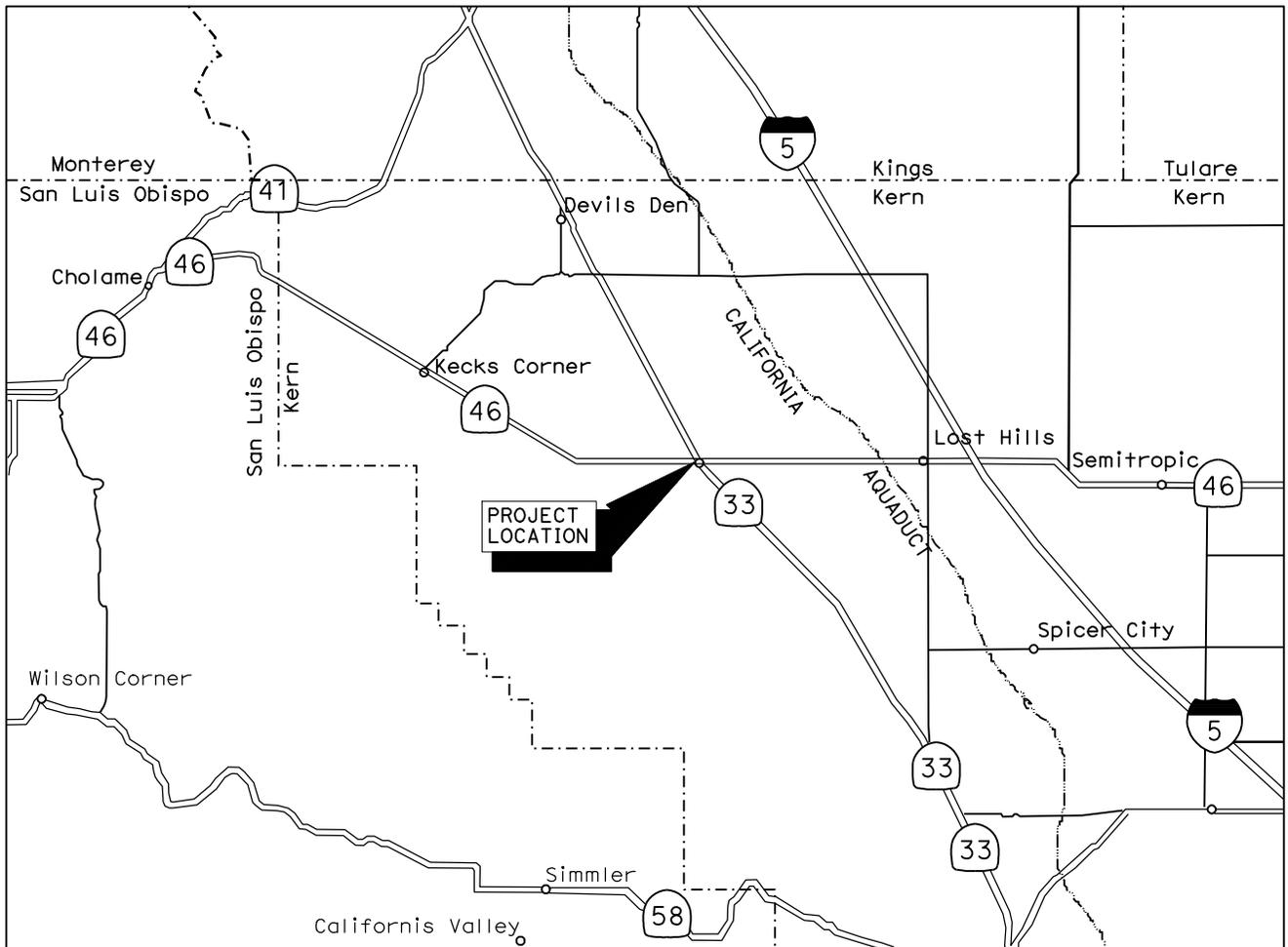
WHEREAS, the Department has completed a Negative Declaration/Finding of No Significant Impact; and

WHEREAS, the project will have minimal effects on the environment, which will be mitigated.

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 33, from 0.9 miles south to 0.7 miles north of Route 46 junction, in Kern County, and officially designated as 6-Ker-33, as said location is shown on the map submitted by Mark Leja, Chief Design Engineer; 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.

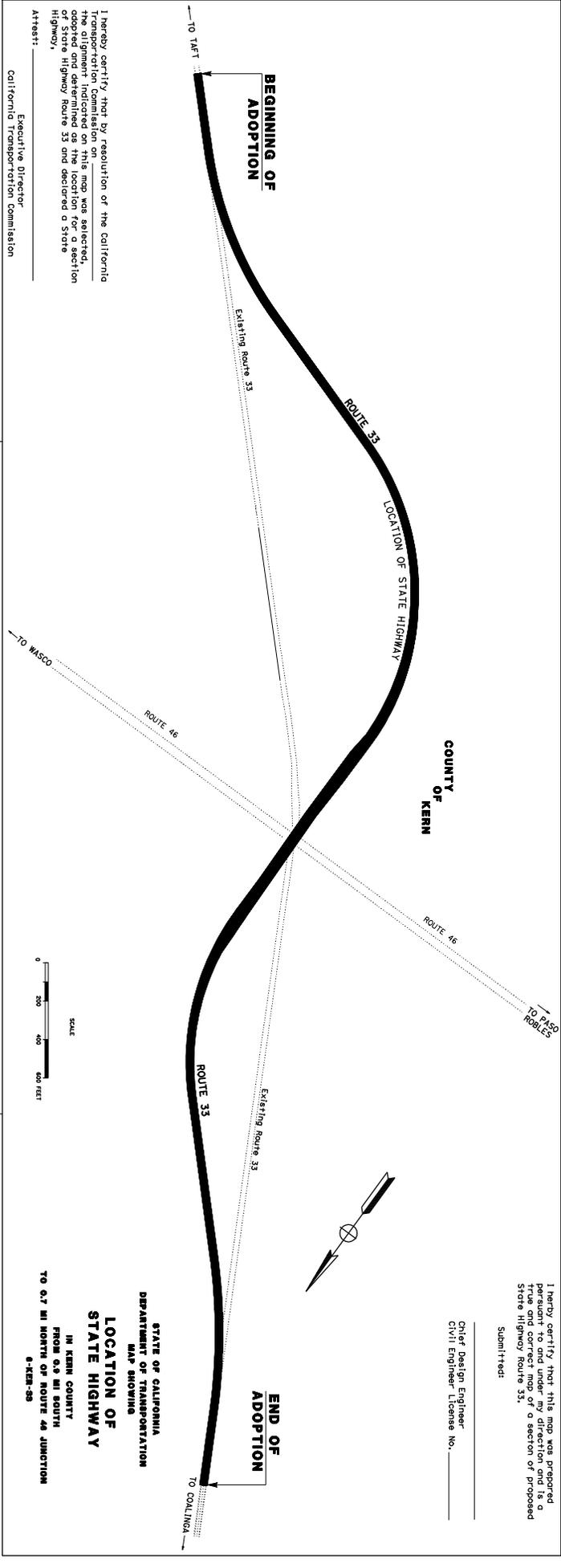
ROUTE ADOPTION LOCATION MAP 06-KERN-33



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 33.

Submitted:

Chief Design Engineer
Civil Engineer License No. _____



BEGINNING OF ADOPTION

TO TAFT

Existing Route 33

ROUTE 33

LOCATION OF STATE HIGHWAY

COUNTY OF KERN

ROUTE 46

TO MASCO

ROUTE 46

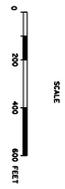
TO PASO ROBLES

ROUTE 33

Existing Route 33

END OF ADOPTION

TO COALINGA



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING
LOCATION OF
STATE HIGHWAY
IN KERN COUNTY
FROM 0.5 MI SOUTH
TO 0.7 MI NORTH OF ROUTE 46 JUNCTION
6-KERN-59

IN KERN COUNTY IN REG. 2965.7

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 proposed State Highway Route 33 and declared a State Highway.

Attest: _____ Executive Director
California Transportation Commission