

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: November 3-4, 2010

Reference No.: 2.3a.(1)  
Action item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Terry L. Abbott  
Chief Division of Design

Subject: **ROUTE ADOPTION – CONVENTIONAL HIGHWAY, 5-SLO-1 PM 64.0/R66.9  
RESOLUTION HRA 10-04**

### **RECOMMENDATION:**

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 10-04 and a route location map for State Highway Route (SR) 1. 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 the State highway realignment route adoption of SR 1 in the county of San Luis Obispo from Post Mile (PM) 64.0 to R66.9 near Point Piedras Blancas.

### **ISSUE:**

The Department and the Federal Highway Administration (FHWA) propose to realign the adopted route for SR 1 from 0.3 miles north of Point Piedras Blancas to Arroyo De La Cruz Creek and redesignate it to Conventional Highway. A Project Report was approved on August 11, 2010. A Final Environmental Assessment-Finding of No Significant Impact/Environmental Impact Report was prepared for National Environmental Policy Act and California Environmental Quality Act approval. This document was approved on August 11, 2010.

Recommended by: \_\_\_\_\_  
RICHARD D. LAND  
Chief Engineer

**BACKGROUND:**

It is proposed to realign SR 1 from one-third of a mile north of Point Piedras Blancas to Arroyo de la Cruz Creek, north of San Simeon, in San Luis Obispo County to provide protection of the highway from coastal bluff erosion. The coastal bluff undulates to and away from the current alignment of SR 1. In 2005, the bluff was as close as 19 feet from the highway centerline at PM 65.4, reaching the southbound shoulder of the highway at two locations. This new alignment was designed to closely follow the expected 100-year shoreline and minimize environmental impacts.

SR 1 is included in the California Freeway and Expressway System and it was adopted as a freeway on February 19, 1957 by the California Highway Commission. The project area is located in a rural part of northern San Luis Obispo County, which closely follows the shoreline between Cambria and Carmel. SR 1 is designated a rural minor arterial and federal aid primary route. SR 1 from 0.6 miles north of San Simeon to Rio Road near Carmel is a California Legal Advisory Route. It serves both regional and interregional traffic and includes high levels of recreational traffic, bicycles, and limited commercial users. The section of SR 1 where the project is located is the only roadway access for emergencies to the north.

SR 1 between San Luis Obispo City limits and the northern San Luis Obispo County line was designated a State Scenic Highway in 1999. The Federal Highway Administration declared this highway segment an All American Road in August 2003, the highest designation under the National Scenic Byways Program. This project is within the limits of a Freeway Agreement dated February 9, 1959. Only one connection point exists south of Arroyo del Oso within the project limits. No local roads exist within these project limits.

From San Simeon to the Monterey County line, SR 1 is a two-lane conventional highway. The design speed on this highway, based on existing geometric features, is generally 43 mph or higher. The existing highway in the project area has 10 horizontal curves on rolling terrain. Lane widths vary from 10-12 feet and paved shoulders vary from 1-8 feet. Non-standard items include horizontal curve radii, vertical curve length, superelevation rates, vertical sight distance, lane width, side slopes, and shoulder width. The proposed highway realignment project will correct all these non-standard features although in some locations side slopes will be somewhat steeper than standard, to reduce wetland impacts. The average daily traffic in 2006 was 2,450 vehicles.

Winter storms in 2000-2001 eroded the shoreline to the highway's shoulder in two areas within the project limits. The Department took immediate measures to protect the highway from further erosion by placing rock slope protection at three locations. The rock slope protection at one location is halting the shoreline erosion, but waves inundate the highway and strew rock and debris on the roadway during periods of high surf. The area requires frequent repair by maintenance. Shoreline armoring is discouraged by the California Coastal Commission and is undesirable due to the fragile coastal ecosystem. As a condition of an existing Coastal

Development Permit, the rock slope protection must be removed when a long-term solution for protecting the highway is constructed or when the permit expires in October 2017. This realignment project proposes a long-term solution so the continuing bluff erosion will not adversely affect future operation of the highway and the rock slope protection can be removed.

The existing highway is on easement with underlying ownership generally held by Hearst Holdings, Inc (“Hearst”). An easement also exists for a portion of the highway that crosses three private parcels. The right of way width varies between 60-80 feet with additional right of way width at large drainage locations. Land use is primarily agricultural/cattle ranching with Hearst being the major property owner. Five residences are located within the project area. The Hearst ranch house has one driveway. Another driveway serves three private residences. The fourth residence has its own driveway.

For years, the State of California, conservation groups and Hearst worked together to craft a proposal that allows public access while ensuring preservation of the 82,000-acre Hearst Ranch historic landscape in San Luis Obispo County. SR 1 runs for approximately 18 miles through Hearst Ranch and is a major scenic corridor. In 2004, the California Resources Agency, the Wildlife Conservation Board, California Coastal Conservancy, California State Parks, American Land Conservancy and the California Rangeland Trust reached an agreement with the Hearst Corporation on the terms of a conservation transaction. The total price for the property was negotiated at \$95 million, despite an independent appraisal of \$230 million. As part of these negotiations, the Department would pay \$23 million for the scenic easement for lands west of the proposed highway realignment. In May 2004, the Commission approved an amendment to the 2002 STIP and allocated \$23 million from the Interregional Improvement Program, Transportation Enhancements funds.

In February 2005, also as part of the terms of the conservation transaction, Hearst signed an agreement and irrevocable offer to dedicate by gift to the Department the grant deed for four areas of their ranchland for the purpose of realigning SR 1. These four realignment areas were identified by the Department as locations threatened by coastal erosion. This project is within a realignment area between PM 64.2 and PM R67.0 and extends approximately 500 feet to the east from the existing highway. Following realignment, the easement would no longer be needed, the Department would be owner in fee of the highway and the existing highway would be vacated. The Hearst ranch lands to the west of the new right of way (including the existing highway) will be conveyed in fee to the California Department of Parks and Recreation. The roadway will be obliterated and restored to natural conditions except where it will be used for future coastal trail by State Parks.

Although the new alignment is considered substantially contiguous to the existing highway, route adoption approval by the Commission is required because “written concurrence” has not been received from one affected property owner. The Department’s policy is that in instances when full concurrence is not achieved a new route adoption is required.

The Department proposes adopting the new alignment as a conventional highway, which is consistent with the District 5 2006 Transportation Concept Report and the Hearst agreement. This project is also included in the 2005 Regional Transportation Plan for San Luis Obispo County. The new conventional highway designation for this portion of SR 1 will require a legislative action to remove a portion of this route from the Freeway and Expressway System. District 5 will conduct the necessary studies to determine the new limits of the legislative action in the near future. These studies are outside of the scope of this route adoption realignment project.

A large number of parties have been involved with the planning process including the California Coastal Commission, California State Parks, California Coastal Conservancy, San Luis Obispo Council of Governments, San Luis Obispo County, Bureau of Land Management, Northern Chumash and Salinan Native American communities, Hearst Corporation, San Luis Obispo Board of Supervisors, Monterey Bay National Marine Sanctuary, Environmental Center of San Luis Obispo, and coastal residents. Multiple public information meetings were held throughout the project development process.

The current capital cost estimate is \$50.1 million. Construction of this project will be in two phases. The project is programmed in the 2010 State Highway Operation and Protection Program for Right of Way capital and Construction capital in 2013-2014.

A Project Study Report/Project Development Support for this project was approved in August 2001. The Draft Project Report was approved by the Department in September 2008. The Final Environmental Assessment-Finding of No Significant Impact/Environmental Impact Report was prepared in accordance with the National Environmental Policy Act and California Environmental Quality Act and was approved on August 11, 2010. A concurrent Environmental action is on this month's agenda, (see Resolution E-10-89). The Department approved the Project Report on August 11, 2010.

The proposed realignment of the route adoption and subsequent conventional highway construction for this segment of SR 1 will provide protection of the highway from coastal bluff erosion from one-third of a mile north of Point Piedras Blancas to Arroyo de la Cruz Creek, in San Luis Obispo County.

Attachments:

Resolution HRA 10-04

Location Map

Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Highway Route Adoption Resolution**  
**05-SLO-1 PM 64.0/R66.9**

**Resolution HRA 10-04**

**WHEREAS**, the California Department of Transportation (Department) and the Federal Highway Administration, with input on the project from the County of San Luis Obispo, San Luis Obispo Council of Governments, California Coastal Commission, California State Parks, Bureau of Land Management and the Northern Chumash and Salinan Native American communities, have completed studies relative to the adopted State Highway Route 1, in San Luis Obispo County; and

**WHEREAS**, the Department approved the Project Report on August 11, 2010; and

**WHEREAS**, the Department completed the Final Environmental Assessment-Finding of No Significant Impact/Environmental Impact Report in accordance with the National Environmental and Policy Act and the California Environmental Quality Act for the proposed State Route 1.

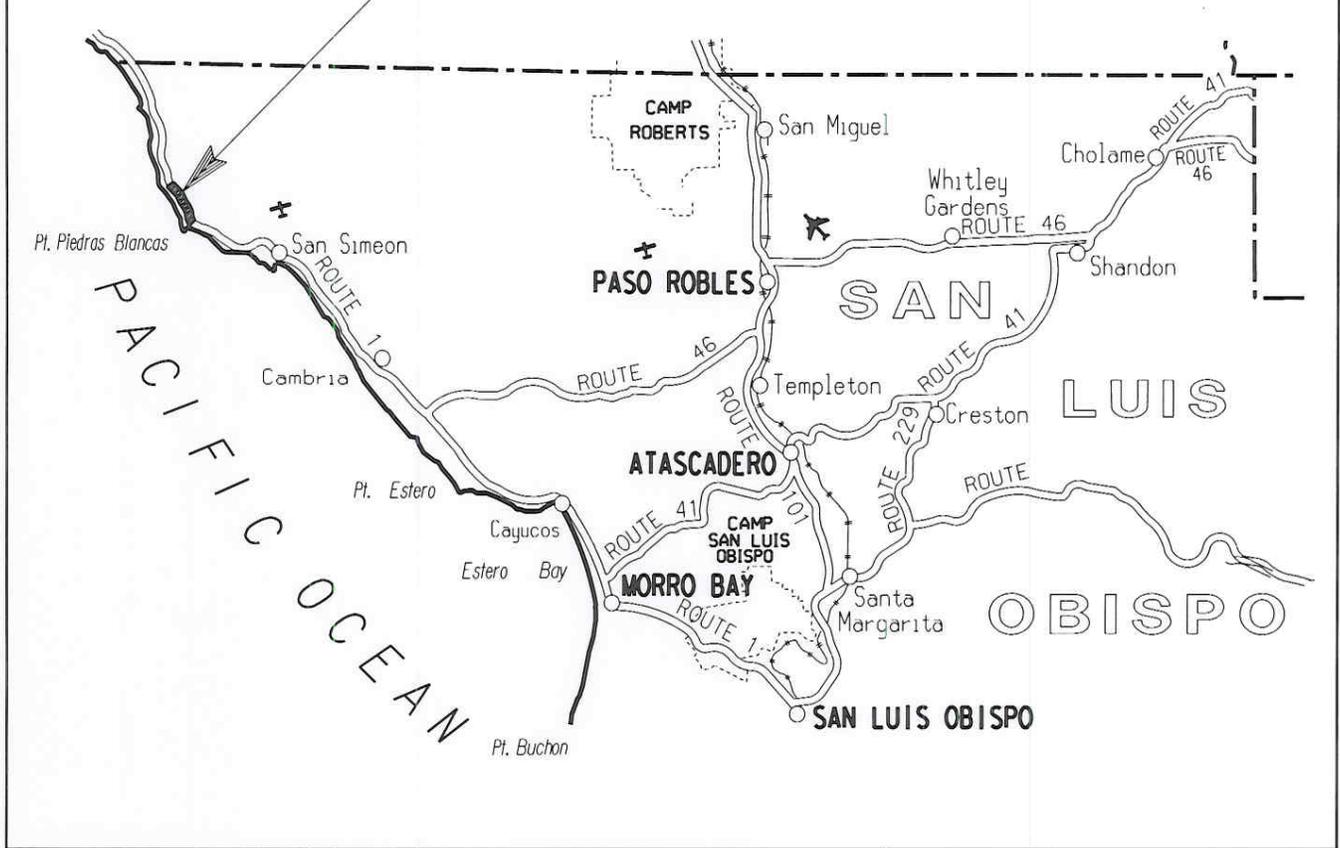
**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 1, from approximately 0.3 miles north of Point Piedras Blancas to Arroyo De La Cruz Creek, in San Luis Obispo County, and officially designate it as 05-SLO-1, a conventional highway, as said location is shown on the map submitted by Terry Abbott, Chief Design Engineer; and

**BE IT FURTHER RESOLVED** that said segment of State Highway Route 1 supersedes, and the Commission does rescind a section of the location Route 1 adopted on February 19, 1957; and

**BE IT FURTHER RESOLVED** that the superseded section of State Highway Route 1 will be vacated, and the title would revert to the owner as depicted in the attached Route Adoption Map; 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.

**CONVENTIONAL HIGHWAY  
TO BE ADOPTED**



**CONVENTIONAL  
HIGHWAY  
ROUTE ADOPTION  
LOCATION MAP**

**05-SLO-1**

**LEGEND**

-  PROPOSED CONVENTIONAL HIGHWAY ROUTE ADOPTION
-  EXISTING CONVENTIONAL HIGHWAY

**COUNTY OF SAN LUIS OBISPO**

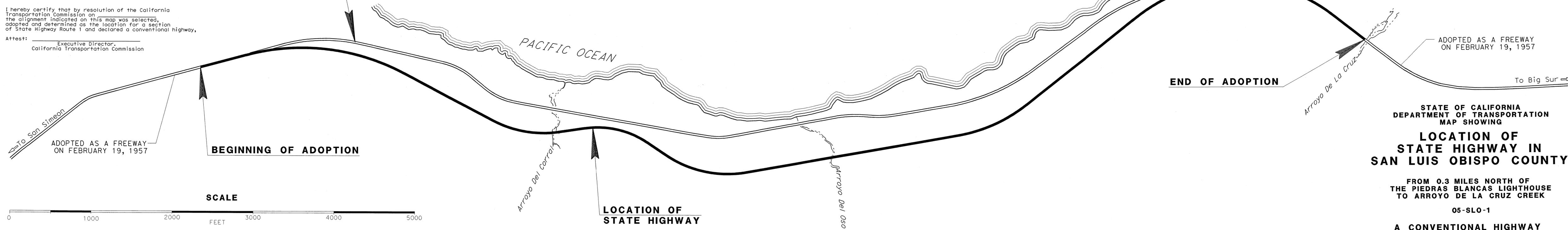
I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 1.  
Submitted: \_\_\_\_\_

Chief Design Engineer  
Civil Engineer License No. \_\_\_\_\_

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 1 and declared a conventional highway.

Attest: \_\_\_\_\_  
Executive Director,  
California Transportation Commission

**EXISTING STATE HIGHWAY  
ROUTE 1**



**END OF ADOPTION**

ADOPTED AS A FREEWAY  
ON FEBRUARY 19, 1957

To Big Sur →

**BEGINNING OF ADOPTION**

ADOPTED AS A FREEWAY  
ON FEBRUARY 19, 1957

**SCALE**



**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
MAP SHOWING  
LOCATION OF  
STATE HIGHWAY IN  
SAN LUIS OBISPO COUNTY**

**FROM 0.3 MILES NORTH OF  
THE PIEDRAS BLANCAS LIGHTHOUSE  
TO ARROYO DE LA CRUZ CREEK**

05-SLO-1

**A CONVENTIONAL HIGHWAY**

**LOCATION OF  
STATE HIGHWAY**