

CHAPTER 23 – Route Adoptions

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CHAPTER 23 – Route Adoptions

ARTICLE 1 Introduction and Definitions

Reference Information

Some of the references found in this chapter have hyperlinks that connect to Caltrans intranet pages which are not displayable to the general public. Until such time that the specific reference becomes available on the internet, the user will have to contact their district liaison, Caltrans project manager, or the appropriate Headquarters division to inquire about the availability of the reference.

Caltrans Delegation

Headquarters Division of Design has delegated authority for approval of certain design decisions to the District Directors. If the District Director is not a registered civil engineer, written delegation to the district or region manager whose responsibilities include the design function is required. Approval responsibility for some of the policies in this chapter have been delegated to some of the districts. District design delegation agreements located at the [Design Stewardship Delegation](#) website define delegation responsibilities and approval authorities for specific districts.

Definitions

Access control – the full or partial restriction of access to owners or occupants of abutting lands to or from a highway. Also see Topic 104 – Control of Access of the [Highway Design Manual](#).

Access right – the legal right to access a highway at a specified point in the right-of-way line that serves abutting land ownerships, also known as abutter's rights in Chapter 7 of the [Right of Way Manual](#).

Controlled access highway – also referred to as an Expressway, is an arterial highway for through traffic with full access control that may or may not be divided. *California Streets and Highways Code*, Section 23.5 also states that

controlled access highways are subject to all provisions of the Statutes pertaining to freeways.

Conventional highway – a State highway on which the CTC has not made a “freeway” or “controlled access highway” declaration.

Freeway – *California Streets and Highways Code*, Section 23.5 defines a freeway as a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access.

State highway – as defined by the *California Streets and Highways Code*, Section 24 is any highway which is acquired, laid out, constructed, improved or maintained as a State Highway pursuant to constitutional or legislative authorization.

Traversable highway – an existing route between the termini of, or approximately on, any route contiguous to a portion of the State highway system presently being maintained by the Department. A traversable highway is not a State highway until the route alignment is officially adopted by the CTC.

Established Routes

The California State Legislature establishes the framework for the State Highway System (SHS) by describing each route in the statutes (*California Streets and Highways Code*, Section 300). This description establishes the termini of the route and, in some cases, intermediate control points. Determination of the specific location of each route is delegated to the California Transportation Commission (CTC), however, the specific location must conform to the route description in the statutes (see *California Streets and Highways Code*, Section 75). If a project proposes a new route alignment that does not conform to the route description in the statutes, legislation must be enacted to change the description before requesting the CTC to approve the route adoption on the new alignment.

The California State Legislature also establishes routes in the Freeway and Expressway (F&E) System in *California Streets and Highways Code*, Section 253. The CTC determines locations and designates particular portions of state

highways as part of the F&E System. See *California Streets and Highways Code*, Section 254.

California Transportation Commission Policy on Route Adoptions

In the route adoption process, the CTC approves the project environmental documentation for the *California Environmental Quality Act of 1970* before the route adoption book item is presented to the CTC. After route adoption approval, *National Environmental Policy Act of 1969* documentation can be approved. CTC route adoption actions typically occur at one or more regularly scheduled meetings. Normally, there is consensus in the community on route location, and adoption usually follows a routine process.

Need for Route Adoptions

Route adoptions are needed for:

- New alignment for an existing route
- Establishment of a location for an unconstructed route
- Conversion of a conventional highway to a freeway or a controlled access highway
- Designating a traversable highway
- Temporary route adoptions

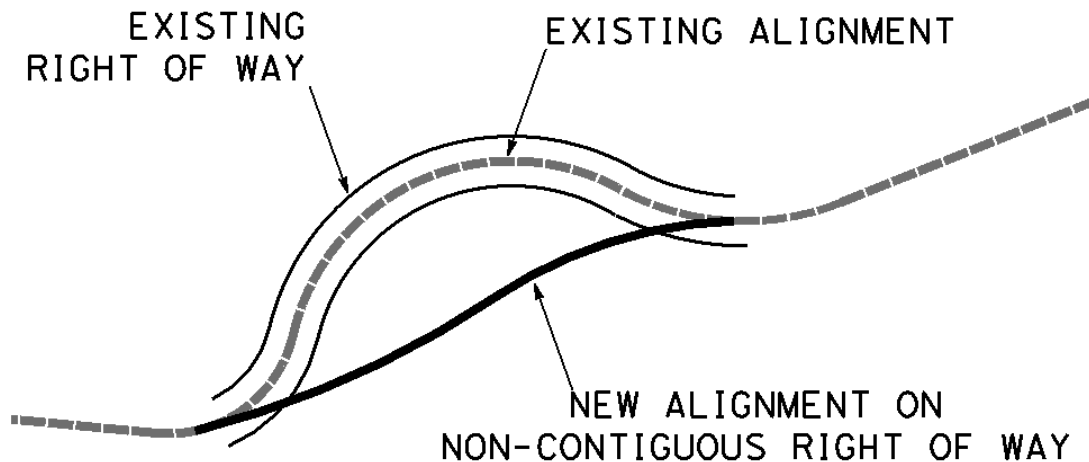
The need for a new route adoption is not a decision that is to be taken lightly by the Department and the local agencies because alignment alternatives can have significantly different effects on the communities involved.

Criteria for New Alignment

An alignment is considered new when additional right-of-way is required that is not substantially contiguous with the existing highway right-of-way. See Figure 23-1 for an example. “Substantially contiguous” cannot be precisely defined because of varying conditions attendant to each particular site. An alignment is also considered new if:

- There is no route adoption map for the existing segment of highway.
- The existing highway to be replaced is to be relinquished to the local agency.

FIGURE 23-1 Example of New Alignment



Types of Route Adoptions

Under California statutes, the Department processes a variety of route matter items to meet the transportation needs of the people of California, including the following types of route adoptions:

- Freeway
- Controlled Access Highway
- Conventional Highway
- Traversable Highway
- Transfer of Highway Location
- Temporary Adoption
- Route Redesignation
- Route Rescission or Unadoption

Required Documents for Route Adoptions

The project report documents engineering decisions supporting the proposed alignment and required CTC actions, if any. The project report and environmental document address issues and concerns identified by the project engineer, functional units, local agencies and the public that were used to determine the most favorable alignment for the project.

Additional documentation specific to route matters includes public hearing documentation (with presentation of final maps) and for route rescissions, a

route inventory report. For inclusion of this information in the project report, see [Appendix K](#) – Preparation Guidelines for Project Report, Section 7, or [Appendix II](#) – Rescissions.

A route adoption book item is required to request CTC approval of a route adoption. A route adoption book item consists of several documents which are explained in detail in Article 3, “Route Adoption Process.”

The District Design Liaison or the Headquarters Division of Design, Office of Project Support engineer can offer further guidance on procedures and report preparation for route adoption items. Project support engineers for each district are identified on the Headquarters Division of Design, [Design Liaisons](#) website.

ARTICLE 2 Laws

The laws presented in this article represent the current version available on the internet at the time of publishing. It is the user’s responsibility to verify the correctness and applicability of specific laws.

California Statutes

California Government Code, Section 14528.7

Section 14528.7 states:

A city or county acting jointly with the transportation planning agency having jurisdiction over the city or county may adopt a resolution requesting the rescission of a state highway route location within the city or county, as the case may be. The city or county, acting jointly with the transportation planning agency, may submit an alternative state highway project proposal with the resolution. If the commission concurs in the resolution, the route location shall be rescinded, and the department shall proceed with the sale of excess real properties that were acquired for the rescinded route location.

In the case of a city or county under the jurisdiction of a county transportation commission, only the county transportation commission may adopt the resolution and submit an alternative state highway project proposal.

California Government Code, Section 14528.8

Section 14528.8 states:

When the department sells any real property or interest therein acquired for a state highway route location rescinded pursuant to Section 14528.7 , the proceeds from the sale shall be allocated by the commission for expenditure by the department to fund the alternative state highway project proposed by the city or county, as the case may be, if it is approved by the commission. Expenditure of the proceeds for an alternative state highway project within the same county is not subject to Sections 188 and 188.8 of the Streets and Highways Code if the route location was rescinded pursuant to Section 14528.7 .

California Streets and Highways Code, Section 23.5

Section 23.5 states:

“Freeway” means a highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement of access. If, in the judgment of the commission or the director, the public interest would be advanced thereby, a freeway, as defined herein, may be denominated a “controlled access highway”. In all other respects, the “controlled access highway” shall be subject to all provisions of this code pertaining to freeways.

California Streets and Highways Code, Section 71

Section 71 states:

The commission may alter or change the location of any State highway if in the opinion of the commission such alteration or change is for the best interest of the State.

California Streets and Highways Code, Section 74.5

Section 74.5 states:

The planning commission and legislative body of a city or county shall, prior to recommending the adoption of a state highway route by the Legislature or the selection of a state highway location by the commission, conduct a public hearing on the subject.

California Streets and Highways Code, Section 75

Section 75 states:

Except as otherwise provided by law, the commission at any time and from time to time may:

(a) Select, adopt, and determine the location for State highways on routes authorized by law.

(b) Allocate, from the funds available therefor, moneys for the construction, improvement or maintenance of the various highways or portions thereof under the jurisdiction of the department. The commission may determine in each case the maximum sum of money that shall be made available therefor.

(c) Authorize preliminary surveys to determine the advisability of including in or excluding from the State highway system any highway or portion thereof.

California Streets and Highways Code, Section 75.9

Section 75.9 states:

Upon the selection, adoption, and determination of the location for a state highway or freeway, the commission shall notify all planning agencies and legislative bodies having responsibility pursuant to Section 65300 of the Government Code for the adoption of the general plan or plans in the area affected by such commission action. Within 90 days after receipt of such notice, all such planning agencies and legislative bodies shall revise the circulation element of their general plans to reflect such commission action.

California Streets and Highways Code, Section 81

Section 81 states:

Except as is provided in Section 2109, whenever there exists between the termini of, and approximately on, any route included in the state highway system a traversable highway, the commission shall adopt the same as the state highway between such termini. The commission may adopt a portion of any such road if it determines that such portion is constructed to adequate standards and if such portion is contiguous to a portion of the state highway system presently being maintained by the department. If more than one such traversable highway exists, the commission shall determine and designate which of such highways shall constitute the state highway. The traversable highways thus selected and adopted shall be state highways in all respects the same as if originally constructed or acquired by the state, subject to all laws

applicable to state highways. All acts and actions of the commission and the department with respect to the taking over and maintenance of such highways heretofore taken are hereby approved and ratified.

California Streets and Highways Code, Section 100.3

Section 100.3 states:

From and after the adoption of a resolution by the commission declaring any section of a state highway to be a freeway, the highway described in such resolution shall have the status of a freeway for all purposes of Section 100.2.

Such declaration shall not affect private property rights of access, and any such rights taken or damaged within the meaning of Section 19 of Article I of the California Constitution for such freeway shall be acquired in a manner provided by law.

No state highway shall be converted into a freeway except with the consent of the owners of abutting lands or the purchase or condemnation of their right of access thereto.

California Streets and Highways Code, Section 250

Section 250 states:

It is hereby declared to be essential to the future development of the State of California to establish and construct a statewide system of freeways and expressways and connections thereto without regard to present jurisdiction over the highways, roads, and streets that might be included. It is the intent, further, that the California Freeway and Expressway System be completed with provision for control of access to the extent necessary to preserve the value and utility of the facilities to be constructed.

California Streets and Highways Code, Section 253

Section 253 states:

The California Freeway and Expressway System is hereby established and shall be composed of the highways specified in this article.

California Streets and Highways Code, Section 254

Section 254 states:

As specific locations are determined by the commission for portions of state highways included in the California freeway and expressway system, the commission shall designate the particular portion as a part of the California freeway and expressway system and the planning and design of such highways shall include provision for such access control as the department and the commission determine essential to protect the investment of any improvements made and to permit the ultimate development of a full freeway or an expressway when traffic and other conditions require. Such declaration by the commission shall have the effect of declaring the particular portion affected a freeway within the meaning of Section 100.2.

California Streets and Highways Code, Section 256.1

Section 256.1 states:

Prior to recommending to the Legislature the deletion of a highway, or a portion thereof, from the state highway system, the commission or the department shall hold a public hearing on, and shall give written notices to the legislative bodies of the cities and counties located in the affected area of, the proposed recommendation, and shall publish notice of the public hearing in a newspaper of general circulation in the areas affected by the proposed deletion. The commission or the department may, at its own option, because of controversy or lack of local consensus, hold the hearing at a location which is reasonably convenient to the communities affected by the proposed deletion, to the general public, and to the commission or the department in the discharge of its regular business.

California Streets and Highways Code, Section 257

Section 257 states:

For the purpose of this article only, and to distinguish between the terms “freeway” and “expressway,” the word “freeway” shall mean a divided arterial highway for through traffic with full control of access and with grade separations at intersections, while the word “expressway” shall mean an arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

California Streets and Highways Code, Section 300

Section 300 states:

The state highway system shall consist of the routes described in this article.

It is the intent of the Legislature, in enacting this article, that the routes of the state highway system serve the State's heavily traveled rural and urban corridors, that they connect the communities and regions of the state, and that they serve the state's economy by connecting centers of commerce, industry, agriculture, mineral wealth, and recreation.

California Streets and Highways Code, Section 2109

Section 2109 states:

State highways shall be maintained, constructed, and improved out of the moneys received in the State Highway Account under Section 2108. Notwithstanding Section 81, the department is not required to maintain any route, or portion of a route, added after January 1, 1947, until it has been laid out and constructed as a state highway.

ARTICLE 3 Route Adoption Process

A similar process is followed for all types of route adoptions. Requirements for specific types of route adoptions are described in this article including adoptions of freeways, controlled access highways and conventional highways. Route adoptions of freeways or controlled access highways require new freeway or controlled access highway agreement. See [Chapter 24](#) – Freeway Agreements for more information.

Responsibilities

The District Design Liaison and the Headquarters Division of Design, Office of Project Support engineer facilitate the route adoption process and advise the district about the extent of involvement of the CTC. At least three months before completion of the Project Approval and Environmental Document (PA&ED), the project engineer should consult with the District Design Liaison and start the route matter approval process. The project engineer submits an electronic copy of the draft or final project report (PR) and draft route adoption or unadoption CTC book item documents prepared by the district (see sub-heading "California Transportation Commission Action" and Article 10 "Rescissions") to the Headquarters Division of Design, Office of Project Support. After PA&ED is achieved, Headquarters Division of Design finalizes the memorandum to the CTC, prepares the resolution, and combines these documents with the district-supplied location map and route adoption map,

signed by the delegated approval authority, to prepare the final route adoption book item.

Upon CTC adoption, Headquarters Division of Design sends electronic copies of the certified route adoption map and certified resolution to the district design unit. After CTC action to adopt a route, a certified route adoption map is not to be altered in any manner. An additional approval action by the CTC is required to revise the certified route adoption map (see the heading “Deviations from the Route Adoption Map” in this article for more information). The district sends copies to stakeholders, including each local agency involved with the route, and uploads these documents into the Document Retrieval System. Processing of any Freeway Agreements or Controlled Access Highway Agreements can proceed after the route adoption. The Office of Project Support also sends notices of new route adoptions or deletions from the Freeway and Expressway System to Headquarters Divisions of Transportation Planning, Traffic Operations, Maintenance, and Division of Research, Innovation and System Information (DRISI), Office of Highway Transportation System Information and Performance. The DRISI Office of Highway Transportation System Information and Performance prepares the list of revisions to the SHS in an annual omnibus bill to update the California statutes resulting from route adoption items described in this chapter, including redesignations, transfers of highway location, route unadoption items (that is, rescissions), and updates of route descriptions due to relinquishments resulting from new bypass route adoptions.

California Transportation Commission Action

The CTC action to adopt a State highway route location consists of certifying a route adoption map and passing a written resolution which describes the route adoption. The route adoption resolution for a freeway or controlled access highway will contain additional clauses declaring the route a freeway or controlled access highway and designating it part of the Freeway and Expressway System, if applicable (see sub-headings Freeway Adoption and Controlled Access Highway Adoption). The documents prepared for the CTC to consider a route adoption are collectively called a route adoption book item. The route adoption book item includes:

- Memorandum to the CTC providing background information to justify the need for route adoption and recommending approval of the resolution
- CTC resolution

- Maps prepared by district personnel or consultants working on the project including;
 - location map
 - vicinity map (if necessary to further spotlight the location)
 - route adoption map

Recommendation Memorandum to the California Transportation Commission

The Headquarters Division of Design, Office of Project Support uses the draft book item and background documents provided by the district to prepare or finalize a formal memorandum to the CTC recommending approval of the resolution. Guidance for developing background information is located at the Headquarters Division of Design [Route Matters and Freeway Agreements](#) website. The Headquarters Division of Design, Office of Project Support may edit documents prepared by the district for consistency among book items presented to the CTC.

Route Adoption Map

A template for creating a route adoption map is located at the Headquarters Division of Design [Route Matters and Freeway Agreements](#) website. A route adoption map shows the location of the route as a single heavy line. See the [Plans Preparation Manual](#) for preparation guidance and examples of route adoption maps. The District Design Liaison is responsible for reviewing the map to confirm it meets all requirements. The route adoption map must be signed by the delegated approval authority before certification by the CTC.

Accurate delineation of the alignment of the highway location on a route adoption map is crucial to the social, economic, and legal consequences of a route adoption. The route adoption map must be consistent with the map presented at the public hearing.

The route adoption map is the same for conventional highways, freeways and controlled access highways except for title block information (see the sub-articles Adoption as a Freeway and Adoption as a Controlled Access Highway).

Controversial Projects Need Public Hearings

Where there is controversy over route location, Caltrans may request the CTC to hold a public hearing. Depending upon issues and the extent of public controversy, a hearing might be held as part of a regularly scheduled CTC meeting or as a special hearing in the community. The CTC hearing would be held after the Caltrans hearing required for Project Development Category 1 projects but before finalizing the environmental document.

At the conclusion of the hearing, the CTC gives Caltrans direction on the preferred alternative for finalizing the environmental document and subsequent submittal to the CTC for formal route adoption action. Since the Caltrans hearing called for under the process associated with Project Development Category 1 is not mandatory, the requirement for public involvement may be satisfied by a notice of opportunity. See [Chapter 11](#) – Public Hearing.

Adoption as a Freeway

California Streets and Highways Code, Section 250 indicates that establishment of a statewide system of controlled access freeways and expressways, regardless of the present jurisdiction of routes that might be included, is essential to the future development of the State of California.

Access rights from abutting land owners must be acquired for adoption as a freeway.

To adopt a new or existing route as a freeway, the CTC book item must contain a “freeway declaration” clause in the resolution and the route adoption map. The phrase “Location of State Highway” must be in the title block of the route adoption map, and the phrase “A Freeway” must be at the bottom of the title block. To convert a currently adopted, existing conventional highway to a freeway on the same alignment, the process to complete a freeway route adoption must comply with the requirements for Project Development Category 1.

Adoption as a Controlled Access Highway

California Streets and Highways Code, Section 252 indicates that the dynamic growth of California requires a periodic review of the established California

Freeway and Expressway System, giving the CTC and Caltrans the flexibility of adopting certain routes as controlled access highways.

California Streets and Highways Code, Section 23.5 indicates that in all other respects, the “controlled access highway” is subject to all provisions of the *California Streets and Highways Code* pertaining to freeways, which must be made clear at all public hearings for a proposed controlled access highway.

Since the public generally associates the term freeway with multilane facilities with interchanges, adoption as a controlled access highway should be used for lesser-scale expressway development if long range transportation system analysis determines that a freeway is not needed in the next 20 to 30 years. This includes a route already established as part of the SHS and as part of the freeway and expressway system by the California legislature. The project report must include information that supports the decision of the district to adopt a route as a controlled access highway instead of a freeway. A controlled access highway agreement is executed rather than a freeway agreement. See [Chapter 24](#) – Freeway Agreements. In particularly sensitive areas where communities are concerned about high speed traffic and rapid growth, it may be desirable to designate certain highways as controlled access highways. These are special cases that should be brought to the attention of the CTC.

Access rights from abutting land owners must be acquired for adoption as a controlled access highway.

To adopt a route as a controlled access highway, the CTC book item must contain a “controlled access highway declaration” clause in the resolution and the route adoption map. The phrase “Location of State Highway” must be in the title block of the route adoption map, and the phrase “A Controlled Access Highway” must be at the bottom of the title block.

Adoption as a Conventional Highway

California Streets and Highways Code, Sections 301 through 635 list and describe each route of the State Highway System. The alignment of each of these routes must be adopted by the CTC with a certified route adoption map. Routes not in the Freeway and Expressway System are adopted as conventional or State highways. Caltrans does not enter into freeway or

controlled access highway agreements with local agencies for conventional highways.

As stated in Article 1, “General” under the sub-heading “Criteria for New Alignment,” an alignment is also considered new if there is no route adoption map for the existing segment of highway.

To adopt a new or existing route as a conventional highway, the CTC book item must contain a “State highway declaration” clause in the resolution and route adoption map. The phrase “Location of State Highway” must be in the title block of the route adoption map.

Conventional Highway Access Rights

In general, conventional highways do not require access control, therefore, private access rights usually do not need to be acquired. Safety issues may dictate the need to acquire access rights for special circumstances.

Local Agency Concurrence in Conventional Highway Adoption

A route adoption of a conventional highway is typically a relatively minor revision to improve safety or operational conditions. Nevertheless, it is still necessary to seek the concurrence of any involved local agency on the proposed route adoption. Usually, concurrence consists of a resolution by the local agency that briefly states the current issues and agrees with the proposed Caltrans project that addresses those issues. This concurrence must include the agreement of the local agency to accept relinquishment of any superseded segments needed for continued public access to properties.

Deviations from the Route Adoption Map

Engineering Reasons for Minor Deviations

Minor deviations from the alignment location shown on the route adoption map are allowable only for engineering reasons. Examples of engineering reasons are:

- avoidance of slide or unstable areas
- curve corrections for safety reasons
- modifications to reduce earthwork, structure, or drainage costs
- avoidance of impacts on archaeological sites or wildlife nesting areas

Legal opinions have concluded that route modifications to settle controversies, conform to revised general plans, or meet political requirements are not modifications for engineering reasons.

The project engineer must prepare a memorandum for the project history file that thoroughly explains deviations from the alignment and why they are needed. The District Design Liaison and Headquarters Project Delivery Coordinator must sign and date the memorandum to provide written concurrence. A copy of the memorandum must be sent to Headquarters Division of Design, Office of Project Support.

Major Deviations

Major deviations to an adopted route alignment do not comply with the limitations in the heading “Engineering Reasons for Minor Deviations.” Major deviations from or modifications to adopted route locations shown on the route adoption map require the reopening of route studies and a new route adoption. See Article 9 “Modification to Adopted Route Locations.”

Deviations in Rural Settings

Deviations from the alignment location shown on the route adoption map to make engineering safety improvements may be considered in rural undeveloped locations affecting only one or few property owners who agree with the proposed plan. In rural undeveloped terrain, an engineering modification may deviate from the “adopted” line by as much as 1,000 feet or so, provided the impact on affected property owners is not significantly changed. This also assumes that any adverse environmental impacts will not be substantially increased. A shift that affects a property owner not previously involved on the adopted route is not allowed without written concurrence of the property owner.

Deviations in Urban Settings

In urban or developed locations and in cases where there would be substantial environmental impacts, there is less leeway for deviation from the alignment location shown on the route adoption map. Even small shifts can affect additional property owners that were not previously involved or cause different impacts such as an increase in noise. Generally, little deviation from what was shown at the public hearing is allowable from a design standpoint. The small

scale of the route adoption map in itself may cover several design variations. Consequently, a small design change could require a new public hearing and revision of the environmental document even though there is no change to the route adoption map.

ARTICLE 4 Freeway Denomination to Controlled Access Highway

California Streets and Highways Code, Section 23.5 indicates that if in the judgment of the CTC or the Caltrans director, the public interest would be advanced, a freeway may be denominated to a “controlled access highway.”

Denomination is a Caltrans procedure used to change the status of a route adopted by the CTC as a freeway to an expressway. Denomination is not a CTC action item. Approval of denomination is delegated to the District Director or Deputy District Director for Design, depending on the district delegation agreement. Subsequent to denomination, the existing freeway agreement must be superseded by a controlled access highway agreement. If no freeway agreement exists, a new controlled access highway agreement should be executed. See [Chapter 24](#) – Freeway Agreements. Denomination applies only to freeways; it does not apply to changing a controlled access highway to a conventional highway.

To denominate a route currently adopted as a freeway to a controlled access highway, the design senior engineer prepares a denomination memorandum with supporting data for the delegated approval authority. The approved denomination memorandum must be filed with the associated route adoption and project approval documents in the district planning records or an alternative location as determined by the district. A copy of the denomination memorandum must be:

- included in the project history file
- uploaded to the Document Retrieval System
- sent to district offices of planning, traffic operations and maintenance
- sent to Headquarters Divisions of Planning, Traffic Operations, Maintenance, and Division of Design, Office of Project Support

If later there is a system need to revert to the freeway declaration, the Director of Caltrans can withdraw the denomination; no CTC action is required.

ARTICLE 5 Transfer of Highway Location

Occasionally, a local agency will request to move an existing conventional State highway to a parallel or nearby local street or road. A reason for this request may be that a shopping mall is proposed for development on the existing route and rerouting of State highway traffic is necessary to accomplish this objective. In other cases, a local agency or a transportation authority may determine that a larger facility, such as a freeway, is needed to accommodate the expected increase in traffic due to approved developments along a corridor within the jurisdictions of several local agencies. If a transfer of highway location is determined to be in the best interest of the State, the local agency must accept relinquishment of the existing State highway facility concurrently with adoption and assumption of maintenance of the substitute facility by the State. Both CTC actions must occur during the same CTC meeting.

Transfer Requirements

Advise the local agency or other requesters that:

- The local agency or those requesting the transfer of a highway to a new location are responsible for providing a substitute facility in a state of good repair, capable of accommodating the additional State highway traffic that would result from the proposed transfer.
- The local agency requesting the change in highway location is responsible for complying with and bearing all costs for any necessary public hearing for the transfer of location and environmental requirements for the substitute facility.
- Any encroachments or utilities present on the substitute facility proposed to be adopted must comply with the requirements in [Chapter 17](#) – Encroachments and Utilities.
- Caltrans will not construct any improvements on the local streets to be adopted.
- Caltrans will not make any physical adjustments to the existing State highway facility to accommodate local agency signing, striping, or other standards.
- If Caltrans included funding for construction improvements to the existing State highway facility in an approved programming document,

Caltrans will still pursue completion of the planned improvements until the existing State highway facility is relinquished to the local agency.

Process for a Transfer of Highway Location

Notify the District Design Liaison and the Headquarters Division of Design, Office of Project Support, in writing or by email as soon as possible after receiving the request.

The steps in the process for a transfer of highway location include:

- Local agency provides a resolution requesting transfer of a highway location to a satisfactory substitute facility
- Caltrans performs a field review and assessment of the proposed substitute route
- Requester conducts a public hearing and prepares environmental documentation for the substitute facility
- Local agency generates a route adoption report for the transfer of highway location, relinquishment documentation, and an Initial Site Assessment for the existing State route
- Local agency provides a resolution committing to correct minor deficiencies of the substitute facility, if any
- If it is determined that the proposed transfer of highway location is in the best interest of the State, Caltrans and the local agency execute a contract committing Caltrans to adopt the substitute facility as the new location of the State highway and committing the local agency to accept the relinquishment of the existing State highway to be superseded. If the local agency will be required to correct minor deficiencies to the substitute facility before adoption by the State, the contract documents the deficiencies and schedule for completion.
- District prepares a draft CTC book item for the transfer of highway location and forwards it along with the signed route adoption map to the Division of Design Office of Project Support engineer
- Division of Design finalizes the CTC route adoption book item
- CTC relinquishes the State route and adopts the substitute facility
- Division of Design notifies the district, and the district notifies the local agencies

More guidance for the steps listed above is provided in the following sections.

Joint Field Review and Assessment of Substitute Facility

The District initiates a joint field review with the appropriate Headquarters units (Design, Traffic Operations, Right of Way, Environmental Analysis, Maintenance, Construction, Hydraulics, System Planning, and depending of the facility, other units such as Structures, and Geotechnical) to assess the potential suitability of the substitute facility.

The substitute facility must meet the following requirements.

1. Provides an acceptable level of service without undue circuitry of travel
2. Does not require restoration by the State
3. Is environmentally acceptable
4. Meets or exceeds Caltrans minimum design standards and policy requirements
5. Satisfies the statutory definitions for State highways
6. Does not require financial contribution from the State

If deficiencies are identified during the joint field review, the district must document them and notify the local agency immediately.

Correction of Deficiencies by the Local Agency

If the local facility requires corrective work not routinely performed by district maintenance, the district should notify the local agency of the deficiencies. If the deficiencies are minor and the local agency agrees to correct them within a reasonable time, the district should enter into a contract with the local agency, including an approximate date of completion. Unless only minor corrections are needed, adoption and assumption of maintenance of the local facility is not recommended until corrective action is complete.

Route Adoption Report for a Transfer of Highway Location

The District must submit a route adoption report for a transfer of highway location (similar to a project report) and a route adoption map to Headquarters Division of Design, Office of Project Support. For more information about route adoption maps, see the sub-heading, “Route Adoption Map” in Article 3 “Route Adoption Process.” The purpose of the report is to discuss the suitability of the local facility for CTC adoption and State maintenance.

As a minimum, the report should include:

- Location map
- Description of the proposed substitute facility and its current condition, including;
 - Geometric features with the locations identified by distance from obvious landmarks: geometric cross section, vertical and horizontal alignment, pavement type, structural section, pavement condition, intersections, and nonstandard design features
 - Current traffic volumes and estimated future traffic volumes
 - Representative photos showing the condition of road
 - Right-of-way status: fee, easement, or prescriptive rights; fenced or open range; monumentation, if any; available mapping; existing above ground and subsurface utility facilities, including the type, size, pressure/voltage, date of installation or service life and any encasement
 - Planned repair work, if any, and maintenance by local agency
 - Any work necessary to bring its condition up to standards that reasonably satisfy State highway traffic requirements
 - Any anticipated rehabilitation during the next five years
 - Estimate of expected annual State maintenance (personnel years and cost)
 - Impact of assumption of maintenance on district maintenance
 - Recommendation on appropriateness of State assumption of the facility as a State highway
- Discussion of any environmental and public hearing processes the local agency has conducted or proposes to undertake
- Summary of conditions along the existing State highway
- Analysis of advantages and disadvantages of the proposed relocation of State highway traffic

The report must repeat the requirement that the local agency must accept relinquishment of the existing State highway facility concurrently with the adoption and assumption of maintenance of the substitute facility by the State. If a freeway or controlled access highway facility is to be adopted, the report will state that the local agency will enter into a Freeway Agreement or Controlled Access Highway Agreement with the Department after the CTC approves the new route adoption. See [Chapter 24](#) –Freeway Agreements for more information on Freeway Agreements and Controlled Access Highway Agreements.

District Right-of-Way Engineering will prepare the relinquishment package (right of way maps and other documents, see [Right of Way Manual](#), Section 6.17, Relinquishments) to present to the CTC. The district environmental unit will prepare the Initial Site Assessment (ISA) of the portion of the highway to be relinquished and the project manager will forward the ISA memo to the local agency.

Local Agency Public Hearing, Environmental Document and Resolution

The requester of a transfer of highway location is responsible for complying with public hearing and environmental requirements for the substitute facility. A public hearing and environmental document are necessary because the changed pattern of traffic could expose residential areas, schools, or other sensitive land uses to increased traffic.

If the local facility satisfies the definition of a State highway and is suitable for State maintenance, the local agency must provide a resolution to the district requesting the transfer and agreeing to accept the relinquishment of the existing State Highway. The resolution must agree to waive the 90-day waiting period in connection with the relinquishment so that route adoption and relinquishment can be processed concurrently. In addition, the resolution must also acknowledge receipt of the ISA memo and agree to accept the relinquishment in its current environmental conditions. In line with normal practice, the local agency must complete the public hearing and environmental processes for the substitute facility before adopting the resolution.

Recommendation to California Transportation Commission

Upon receipt of the resolution from the local agency requesting a transfer of highway location, Headquarters Division of Design will incorporate the documents prepared by the district in the final book item for the route adoption. The recommendation will state the effective date for the transfer of responsibilities. The book item and title block of the route adoption map must say “Transfer of Highway Location”; otherwise, the route adoption follows the same process described in Article 3 “Route Adoption Process.” If the transfer of highway location is approved by the CTC, the new facility is adopted as a State highway.

A concurrent recommendation for relinquishment of the existing State highway facility must be presented in a separate book item at the same CTC meeting. Relinquishment requirements are described in [Chapter 25](#) – Relinquishments.

If the new facility meets State standards for a freeway or expressway, another book item and route adoption map for a Freeway or Controlled Access Highway route adoption will also be presented to the CTC as an additional concurrent recommendation.

Final Actions for a Transfer of Highway Location

After the CTC action, Headquarters Division of Design will notify the district and forward electronic copies of the certified route adoption resolution and certified route adoption map. The district should then notify the local agency. The filing of a copy of the certified route adoption resolution or CTC order with the local authority is sufficient notice of CTC action.

ARTICLE 6 Traversable Highway

Introduction

When there is an existing traversable route in the jurisdiction of a local agency that is located approximately on a route included in the SHS as established by the California State legislature, the CTC adopts the traversable route as the State highway as described in *California Streets and Highways Code*, Section 81. However, the Department is not required to adopt a traversable route added to the SHS after January 1, 1947, until it has been laid out and constructed as a State highway by the local agency as described in *California Streets and Highways Code*, Section 2109. In this case, when proposed by the local agency, the adoption action essentially transfers maintenance responsibility from the local agency to the State. Since the route adoption of a traversable highway affects Caltrans resources, Headquarters Division of Maintenance, Headquarters Division of Traffic Operations, and Headquarters Division of Design must be involved in the adoption process.

Headquarters Division of Research, Innovation and System Information - Traversable Highway Report

The Headquarters Division of Research, Innovation and System Information (DRISI) -Office of Highway System Information and Performance is responsible for canvassing the districts annually, maintaining a file on the status of traversable highways, and developing the Traversable Highway Report. This report presents the status of prospective State highway routes over traversable facilities maintained by other agencies. Headquarters Division of Design, Office of Project Support will notify DRISI-Office of Highway System Information and Performance if a traversable highway is adopted into the SHS.

Route Adoption Report for a Traversable Highway

The local agency proposing the route adoption should prepare a report (similar to a project report) and present it to the District Director. The report should describe the condition of the facility and any work necessary to bring the facility condition up to design standards that reasonably satisfy State highway traffic requirements. The report should include, at minimum, the information identified under “Route Adoption Report for a Transfer of Highway Location” in Article 5, “Transfer of Highway Location.” The local agency report requires joint concurrence and recommendation by the division chiefs of the Headquarters Divisions of Design, Transportation Programming, and Traffic Operations, and approval of the concept by the, Headquarters Deputy Director of Project Delivery (Chief Engineer).

Route Adoption Documents for a Traversable Highway

The documents for a book item for a route adoption of a traversable highway and the responsibilities for their preparation are the same as for any State highway route adoption. See Article 3 “Route Adoption Process.”

When a local agency proposes adoption of a traversable route, the book item documents have no content for public hearings or environmental documents, nor does the adoption process fall under one of the seven Project Development categories because construction of any improvements and supporting processes and documentation needed for the route to meet standards for State highways must be completed by the local agency before adoption. In addition,

there is no expected change in traffic volume. The Headquarters Division of Design Office of Project Support finalizes the route adoption book item.

ARTICLE 7 Temporary Route Adoption

California Transportation Commission Action Required for Temporary Route Adoptions

Temporary adoption of a local road system as a traversable State route is a CTC action. For example, CTC adoption is used where one segment of freeway construction has been completed and through-traffic is routed over the new roadway while the next segment is being constructed and it is necessary to use local roads to connect the new freeway segment with the old State highway. See [Highway Design Manual](#) Index 106.2 “Utilization of Local Roads,” subsection (2) “Local Roads Used as Detours” for additional information. Temporary route adoption applies to conventional highways only.

For a temporary route adoption, the route adoption map title block must say “Temporary Location of State Highway”; otherwise, the route adoption process is the same as described in Article 3 “Route Adoption Process.”

State Responsibility

Temporary route adoption transfers maintenance and liability jurisdiction to the State until the route is relinquished back to the local agency by the CTC. If public hearing and environmental requirements are not already met in the overall freeway development process, an environmental document is necessary to determine the impact of placing State highway traffic on local streets. Local agency concurrence must be included with the route adoption documents before CTC action, whether or not there are environmental impacts.

Temporary Route Connection on New Alignment

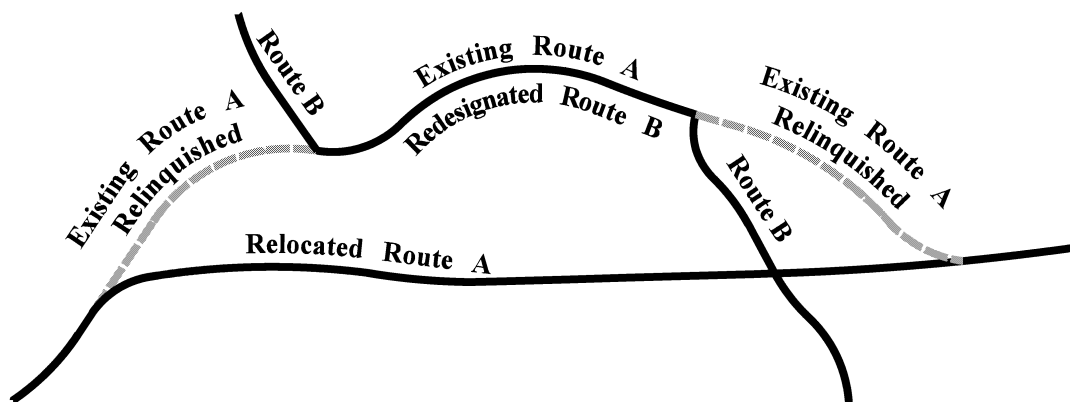
It may be necessary to construct a temporary route connection on new alignment pending completion of a freeway segment. If this was not covered in the overall freeway public hearing and environmental process, the applicable portions of the process associated with Project Development Category 2 must be followed. Since these tasks are time consuming, it is important that this need be recognized early, and preferably be covered in the overall project development.

ARTICLE 8 Route Redesignation

Route redesignation is a CTC action that changes the route number of an existing route and is typically required when a nearby route is relocated. Route redesignation could be needed so that the route designation matches the Freeway and Expressway System description. The project report for the relocation project must address the need for redesignation of a portion of another route.

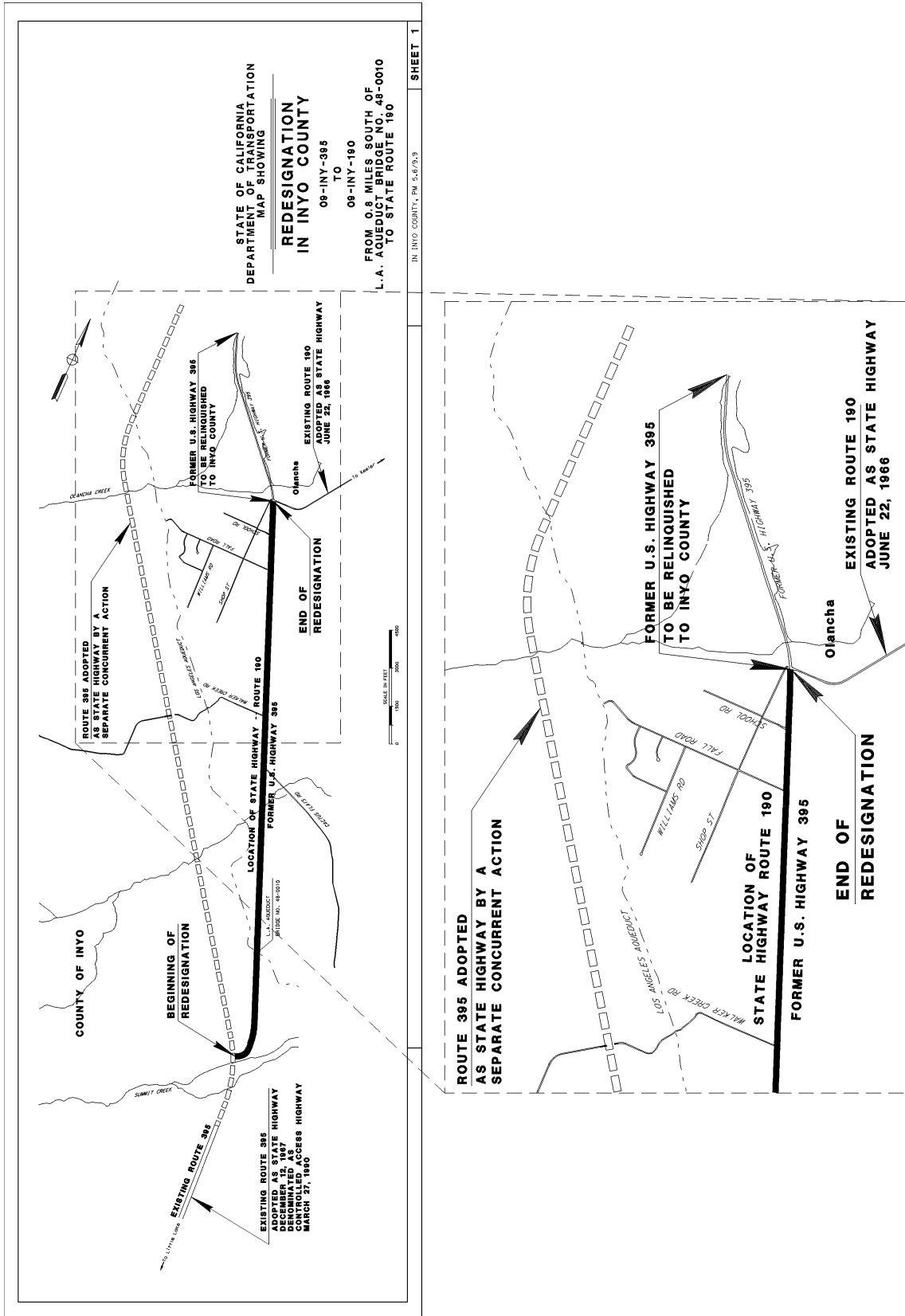
In Figure 23-2, Route Redesignation Example 1, existing Route A provides continuity for Route B. After existing Route A is relocated, a portion of it is relinquished (or in some instances obliterated), thus leaving a gap in Route B. The portion of existing Route A needed for continuity is redesignated Route B.

FIGURE 23-2 Route Redesignation Example 1



In Figure 23-3, Route Redesignation Example 2, existing U.S. Highway 395 is the legislative description terminus of existing Route 190. After existing U.S. Highway 395 is relocated, a portion of it is redesignated Route 190 to comply with the legislative description.

FIGURE 23-3 Route Redesignation Example 2



Some of these route matter procedures may need legislative action to clean up the legislative route description. If so, the Headquarters Division of Research, Innovation and System Information, Office of Highway System Information and Performance should be notified after redesignation is approved by the CTC to update the legislative route description via the annual omnibus bill. See the sub-heading, “Responsibilities” in Article 3 “Route Adoption Process.”

The documents prepared for the CTC to consider a route redesignation are collectively called a route redesignation book item. The word “Redesignation” must be in the title block of the route adoption map. Other requirements for redesignation are the same as the Route Adoption Process described in Article 3.

The redesignation is presented to the CTC at the time of completion of construction of the relocated facility.

ARTICLE 9 Modification of Adopted Route Location

Introduction

The route location of a currently adopted unconstructed freeway route may be modified by a formal reopening of route studies, initiated by a local agency or the district, which voids the prior route adoption. The district may begin conducting alternative route studies with the current route adoption still in place following the informal reopening process. In the latter case, alternatives are evaluated, but the CTC could choose to reaffirm the current adopted route location.

A proposal to modify the location of an existing major conventional highway to a new alignment should also follow the process described in this article.

A local agency can request a route modification for local planning reasons by a formal reopening of route studies. Caltrans may initiate route modification for engineering reasons such as avoiding slide areas or high costs.

Approval for reopening route studies has been delegated to the districts for certain routes. District-specific delegated responsibilities may be determined from the delegation agreements located at the [Design Stewardship Delegation](#)

website. If the district does not have delegated approval authority for the route, the district must forward the request with supporting information to Headquarters Division of Design, Office of Project Support.

Informal Reopening Process

Districts should conduct alternative route studies with the existing route adoption still in place. The district delegated approval authority or the Chief, Headquarters Division of Design, depending on who has the approval authority for the route, must be notified in writing with a request for concurrence to begin the study process.

A draft supplemental project report and draft environmental document, as well as the public hearing process, must be completed before requesting CTC adoption of a modified location. If there is lack of public consensus on the modified location, the CTC is involved earlier as discussed in Article 3 “Route Adoption Process.”

Formal Reopening Process

Reopening route studies is a formal CTC action that effectively wipes the slate clean so that the current route adoption no longer has any force or effect. Reopened route studies must follow all steps in the process for Project Development Category 1 projects.

A request from a local agency to reopen route studies, in the form of a resolution addressed to the CTC, is usually sent to the delegated approval authority with a summary of the project planning and an analysis of the proposal. The resolution should describe the reasons for the request and include necessary maps. When requested by a local agency, all other affected governing bodies must concur in the resolution, including adjacent local agencies receiving secondary effects. If a route change is proposed by the district for engineering reasons, a similar request with supporting data is submitted to the delegated approval authority.

The request for such action can be to consider a specific alternative or to consider all alternatives to the adopted location. Although a suggested alternative is not mandatory, the request should demonstrate that there are feasible alternatives.

Feasibility Study Submitted to Headquarters Division of Design and the California Transportation Commission

Formal reopening of route studies should not be undertaken unless there is assurance that there is a feasible alternative to the currently adopted route. If there is uncertainty, a preliminary feasibility study should be made first. The district must submit a report and recommendation to the district delegated approval authority or Headquarters Division of Design, Office of Project Support, depending on who has the approval authority for the route. The Office of Project Support will submit a report of the study to the CTC, and a recommendation whether or not the route location matter should be formally reopened. If reopening of studies is denied, the local agencies and other interested parties involved are advised in writing of the CTC decision by the District Director.

ARTICLE 10 State Route Rescission

Introduction

When it is identified that an unconstructed freeway on an adopted freeway route has little potential to be constructed as a freeway, controlled access highway or conventional highway, the route can be rescinded by the CTC. As a special circumstance, when an existing conventional highway facility on a route adopted as a freeway has little potential to be converted to a freeway or controlled access highway, the freeway declaration (and any denomination as a controlled access highway) or controlled access highway declaration may be rescinded by the CTC while the route adoption of the existing location is retained. Rescission is a two-step process that may take up to nine months to complete, and each step requires CTC approval. The two official CTC actions are:

1. Notice of Intent (NOI) to Consider Rescinding
2. Highway Route Unadoption

Completion of the second CTC action is the official final route rescission.

Rescission Criteria

Retention of an adopted route could subject the CTC to continued expense for acquisition of properties on a hardship basis. If the route adoption were

rescinded, funds realized from the sale of previously acquired hardship and protection parcels could be utilized for current State transportation needs. Continued existence of the route adoption may also create uncertainties in local planning.

To decide if a freeway route adoption should be retained or rescinded, consider:

- Is the adopted location still valid?
- Is the adopted location locally accepted? Is it in conformance with the most recent local and regional plans?
- Is the adopted freeway location still needed or would a controlled access highway or conventional highway be enough to meet the transportation needs at the location?
- Is the route segment needed for system continuity to join adjacent completed or programmed segments? How would functional classification of the overall route be affected?
- Could an interim or alternative non-freeway improvement on the adopted route location or to the existing facility provide a satisfactory level of service for the reasonable future? Would any or all of the right-of-way acquired to date be utilized in such a project?
- What was the cost and extent of past right-of-way acquisitions? What is the expected pressure for future hardship and protection right-of-way acquisition?
- Does the continued existence of freeway route adoption have the potential to retard community development or adversely affect the ability of property owners to utilize or dispose of their investment?
- What is the potential economic effect on the community and the State of disposal of right-of-way versus continued State ownership?
- Are there any local or regional planning studies underway, the results of which could have a bearing on existing route adoptions or concepts?

Review with Local Agencies and Rescission Initiation

Unconstructed adopted freeway routes should be periodically reviewed by the district and local agencies to evaluate if it is appropriate to rescind the adopted route and to dispose of any acquired right of way. If rescission appears appropriate, the review is summarized by the district in a route inventory report, using the format shown in [Appendix II](#) – Rescissions.

Local Alternative Transportation Improvement Program

Government Code sections 14528.7 and 14528.8 allow a city or county acting jointly with the regional transportation planning agency that has jurisdiction over the city or county to adopt a resolution requesting the rescission of a state highway route location and to use the proceeds from the sales of lands acquired from the unconstructed route location on and alternative state highway project proposed by the city or county. With the request for rescission, a local agency may submit a list of alternative projects to be constructed to the district which will be reviewed and finalized by the Divisions of Local Assistance and Programming. This list of projects is referred to as the Local Alternative Transportation Improvement Program or LATIP. If the CTC approves the rescission of the route location, Caltrans will proceed with the sale of excess real properties. The proceeds from the sale would be allocated by the CTC for expenditure by Caltrans to fund the alternative state highway project.

If a city or county is under the jurisdiction of a county transportation commission, only the county transportation commission may adopt the rescission resolution and submit an alternative state highway project proposal.

Once the CTC approves the route rescission and the LATIP, funds from the sale of excess lands go into a special account. After enough properties are sold, a request for allocation for one of the projects on the list must be made by the district.

Rescission Process

CTC Resolution G-15 outlines the rescission procedure and is included in [Appendix II](#) – Rescissions. The process is illustrated in Figure 23-4, California Transportation Commission Freeway Route Rescission Process. The same process applies to rescission of freeway declarations and controlled access highway declarations.

Process for first CTC approval, Notice of Intent to consider rescinding:

- The district prepares and submits a Route Inventory Report to the Chief, Headquarters Division of Design, Attention: Office of Project Support. The report must recommend that the CTC adopt a notice of intent to consider rescinding resolution. The report must be signed by the District Director and deputy district directors for planning, design and right of way.

- Headquarters Division of Design reviews the report to verify all information used to justify the proposal is included.
 - The district prepares the draft CTC book item for notice of intent to consider rescinding and a vicinity map and submits them to the Division of Design, Office of Project Support.
 - If a local agency submits a LATIP with the request for rescission to the district, the intent to use funds from the proceeds of the sale of excess lands resulting from the rescission on one of these LATIP projects must be included in the book item. The district will work with the Divisions of Local Assistance and Programming to finalize the list of projects and forward it to Headquarters Division of Design, Office of Project Support. The LATIP list will be included as an attachment to the NOI book item.
 - Headquarters Division of Design finalizes the book item for the CTC.
 - If the CTC adopts a notice of intent to consider rescinding resolution, Headquarters Division of Design will inform the district to notify all affected local and regional agencies of the rescission proposal and ask the agencies for any additional information that might be helpful to the CTC in making a final decision. The notification should request comments be submitted within 60 days.
 - Local agencies should be furnished a copy of the Caltrans Route Inventory Report and the CTC notice of intent to consider rescinding resolution. The following additional language should be incorporated into the notification letters if right-of-way was acquired and is proposed for disposal:

Should the route adoption ultimately be rescinded by action of the Commission, we will commence the disposal of the properties shaded in red on the enclosed maps in accordance with the provisions of *California Government Code*, Sections 54220 through 54226 and 54235 through 54238.6 and *California Streets and Highways Code*, Section 118.6. Pursuant to these code provisions, whatever portions of these properties that are not needed for exchange, sale back to former owners in occupancy, sales to qualified tenants, or sales to adjoining owners, will be available for sale.
- Please notify us within 60 days if your agency would be interested in purchasing any of these properties for public purposes.
- The district should notify agencies involved in planning and development of transit of the proposed rescission and disposal of right-of-way.
 - The district must publish a notice of the intent to consider the route rescission in newspapers following the procedures used for public hearing notices. The notice must include a map, a brief description of the proposal, and a closing date for written comments to be

submitted to the District Director (the closing date should coincide with the public agency period).

- The district must notify the State Clearinghouse in the Governor’s Office of Planning and Research of the proposal so that other State agencies can be notified.
- Upon expiration of the comment period, the district submits a memorandum to the Chief Headquarters Division of Design, Attention: Office of Project Support. The memorandum summarizes the comments and includes recommendations for proceeding with the process and a vicinity map. Copies of the notifications and published notices should be attached to the memorandum. Copies of correspondence received from governmental agencies, organizations, and individuals should be attached.

Process for second CTC approval, highway route unadoption:

- The district prepares the draft rescission book item and location map, and Headquarters Division of Design finalizes the rescission book item for CTC highway route unadoption.
- The CTC could, at its option, conduct a formal hearing before highway route unadoption. This hearing would be held after the comment period. It could be held either before or after the follow-up recommendation by Caltrans.
- CTC action decides to (1) retain freeway route adoption and protect right-of-way, (2) rescind route adoption and freeway declaration and authorize disposal of right-of-way, (3) as a CTC-approved special circumstance, rescind the freeway declaration (and any denomination as a “controlled access highway”) and retain the route adoption location as a conventional highway for improvement, operation, and maintenance purposes, or (4) pursue any CTC-approved special circumstances relating to rescinding an adopted freeway location.
- After CTC action rescinding the route adoption makes any property surplus, a determination whether disposal of acquired right-of-way is categorically exempt or requires an environmental document must be made for each parcel.
- District disposes of right of way.

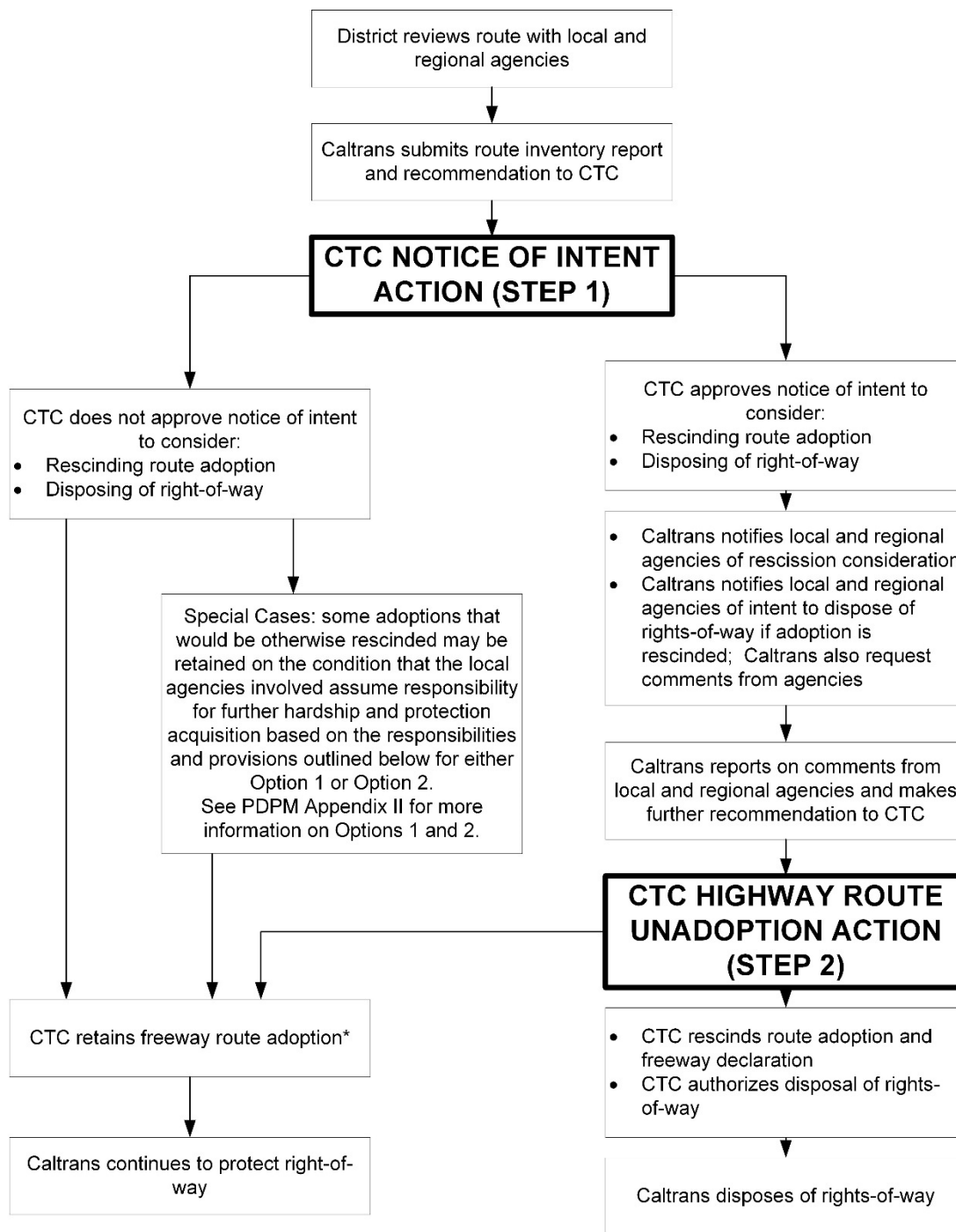
Conditional Retention of Route Adoption

If rescission is appropriate, but the response from the local agency to a notice of intent to consider rescinding indicates a desire to retain the freeway route adoption, CTC Resolution G-15 provides for two options to conditionally retain the route adoption subject to the local agency entering into a cooperative

agreement or memorandum of understanding to assume responsibility for further hardship and protection acquisition, or construction, or both, but allows for special circumstances. For more information, see [Appendix II – Rescissions](#), CTC Resolution G-15. The concurrence of the CTC is required in each case on a proposal to deviate from either Option 1 or Option 2.

Local agencies do not have an automatic option to proceed in accordance with Resolution G-15. The CTC must adopt a resolution on each route segment that is subject to the conditional retention provisions of Resolution G-15. It is also acceptable to discuss the cooperative agreement and memorandum of understanding approach with local agencies during preparation of the original route inventory report.

FIGURE 23-4 California Transportation Commission Freeway Route Rescission Process



LEGEND:

* Possible conditional retention based on Local and Regional Agencies assumption of responsibility for further hardship and protection acquisition needs

CTC = California Transportation Commission

ARTICLE 11 Deletion from Freeway and Expressway System

Procedures for each deletion are handled on a case-by-case basis. Headquarters Division of Transportation Planning, Office of Multi-Modal System Planning, System Planning Branch and Division of Design, Office of Project Support, should be consulted regarding candidates for deletion.

Results of Legislative Deletion

Legislative action deleting a route or portion of a route from the California Freeway and Expressway System:

- causes any existing freeway declarations by the CTC on the route to be a nullity
- causes any existing freeway or controlled access highway agreements by Caltrans within the limits of the deletion to be a nullity
- implies legislative direction that Caltrans must not consider development of a freeway or expressway in the corridor
- does not remove the route from the State Highway System and development or retention of a conventional highway must be considered
- requires excess lands not needed for a freeway facility to be disposed of

Routes to Remain Part of the State Highway System

If the route segment remains in the State Highway System after legislative deletion from the Freeway and Expressway System, the State continues to share the responsibility with the local agencies for meeting the transportation needs in the corridor until these routes are removed from the State Highway System.

Routes to be Removed from the State Highway System

After legislative deletion from the Freeway and Expressway System and given the limited funds in the State Highway Account, the route adoption should be considered for rescission and any previously acquired rights-of-way should be disposed of at fair market value unless there are overriding needs for non-freeway or other transportation uses. The district prepares the draft report to the CTC justifying the proposal to rescind and the location and vicinity maps.

Headquarters Division of Design is responsible for finalizing the report and book item documents recommending rescission of the State Highway route adoption. Sale of unneeded State-owned resources is the responsibility of the Headquarters Division of Right of Way and Land Surveys.