

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: November 7-8, 2007

Reference No.: 2.3b.  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Timothy Craggs  
Acting Chief  
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 5-MON-101 PM 92.5**  
**RESOLUTION S-735**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-735 and map authorizing a new public road connection at Sala Road to State Route (SR) 101 in Monterey County.

## **ISSUE:**

The Transportation Agency for Monterey County (TAMC) requested approval of a new public road connection to SR 101. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Chief Engineer. The resolution grants approval of a new public road connection as an interchange to SR 101 in the county of Monterey, near the city of Salinas, at Post Mile (PM) 92.5.

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

**BACKGROUND:**

Due to operational and safety concerns in and near the community of Prunedale, TAMC, Monterey County, and the Department are proposing improvements to SR 101 between 0.2 miles north of Boronda Road to 0.7 miles south of San Juan Road. The improvements would include construction of a new interchange at Sala Road, PM 92.5. This new interchange will essentially replace an existing at grade connection located to the south at Russell/Espinosa Roads and it is expected to improve both safety and operations on SR 101. The Russell Road/Espinosa Road connection currently has a collision rate higher than the statewide average for similar facilities. The project is expected to be open to traffic in the Fall of 2012. The Project Report was approved by the Department on March 22, 2006.

On July 19, 1945, the California Highway Commission adopted SR 101 as a freeway. SR 101 is the major and historic thoroughfare through the Central Coast areas of California and the principal inter-city connection for numerous communities between Los Angeles and San Francisco. SR 101 within the project limits accommodates significant amounts of interregional traffic, including commercial and agricultural trucking, tourist, and business traffic. SR 101 is on the Freeway and Expressway System, it is part of the National Highway System and it is functionally classified as a principal arterial. The Federal Department of Defense, in cooperation with the Department of Transportation, has also identified SR 101 as a Strategic Highway Corridor Network Route. In addition, SR 101 is on the Interregional Road System and is a designated Focus Route in the Caltrans Interregional Transportation Strategic Plan. SR 101 is also a State Highway Extra Legal Load Route and it is a designated route on the National Truck Network under the 1990 Federal Surface Transportation Assistance Act.

In 2002, TAMC passed a resolution that TAMC and the Department would take a phased approach to addressing transportation needs along SR 101. The Department would construct safety and operational improvements first, followed by congestion and long term capacity relief improvements. This new connection is part of the safety and operational improvements of SR 101.

In the vicinity of Russell and Espinosa Roads, it is proposed to construct a new section of access controlled four-lane freeway from 0.2 miles north of the Boronda Road interchange to approximately Martines Road. The alignment of SR 101 would be elevated to accommodate modifications to the existing at grade connection of Russell and Espinosa Roads. Undercrossing structures would be constructed to facilitate the connection of Russell and Espinosa Roads to enhance local circulation. Since no freeway access would be allowed at this location, a new interchange at Sala Road will be needed. This segment of mainline SR 101 would be constructed primarily to standard freeway geometrics except where it conforms to existing conditions at the northern end of the segment. Design exceptions for all nonstandard features have been approved. Median width would range from 21 to 70 feet and median barrier would be constructed from the undercrossing structure at Russell and Espinosa Roads to existing concrete median barrier at Martines Road.

A new interchange and local road, Sala Road, would be constructed approximately 0.62 miles north of Russell/Espinosa Road. To facilitate merge/diverge traffic movements, auxiliary lanes would be constructed along the new freeway segment between the northern ramps at the Boronda Road interchange and this new interchange. The new interchange at Sala Road would connect to Harrison

Road to the east via Sala Road. The interchange would consist of three directional ramps and a westbound to southbound loop-ramp. No ramp would be constructed in the southwest quadrant. Initially, the overcrossing structure would accommodate two lanes with left-turn channelization. However, the structure would be constructed with consideration for the future widening to four lanes with left turn channelization. The proposed improvements will improve the safety and operations of this section of SR 101. In order to construct this project, Commission approval is required for the new public road connection to SR 101 at Sala Road.

At the completion of the project, it is proposed that the local road constructed as part of the project be relinquished to Monterey County.

The proposed improvements in the preferred alternative are accepted and supported by the community who recognizes the need for safety and operational improvements within the project limits. A Public Hearing was held on June 23, 2005. All comments received were addressed in the Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact.

The proposed Monterey County 21<sup>st</sup> Century General Plan identifies this project and all its components. The project is also consistent with all current local and regional plans.

The current capital cost estimate for the project is approximately \$217 million. This project is proposed for funding from the State Transportation Improvement Program in the 2008/2009 fiscal year and Federal Demonstration funds in the 2009/2010 fiscal year.

The fact sheet for Nonstandard Mandatory Design Features was approved on September 29, 2004. The fact sheet for Nonstandard Advisory Design Features was approved on October 3, 2004.

The California Environmental Quality Act has been satisfied by certification of the Environmental Impact Report prepared by the Department and certified on March 10, 2006. The Federal requirements were met when the Finding of No Significant Impact was approved on March 13, 2006.

The Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact was approved by the Commission on April 27, 2006.

A superceding freeway agreement was adopted by the County of Monterey on August 28, 2007 and will be executed by the Department after Commission approval of the new connection.

#### Attachments

Resolution S-735

Location Map

**CALIFORNIA TRANSPORTATION COMMISSION  
Resolution Authorizing a New Public Road Connection  
5-Mon-101 PM 92.5**

**Resolution S-735**

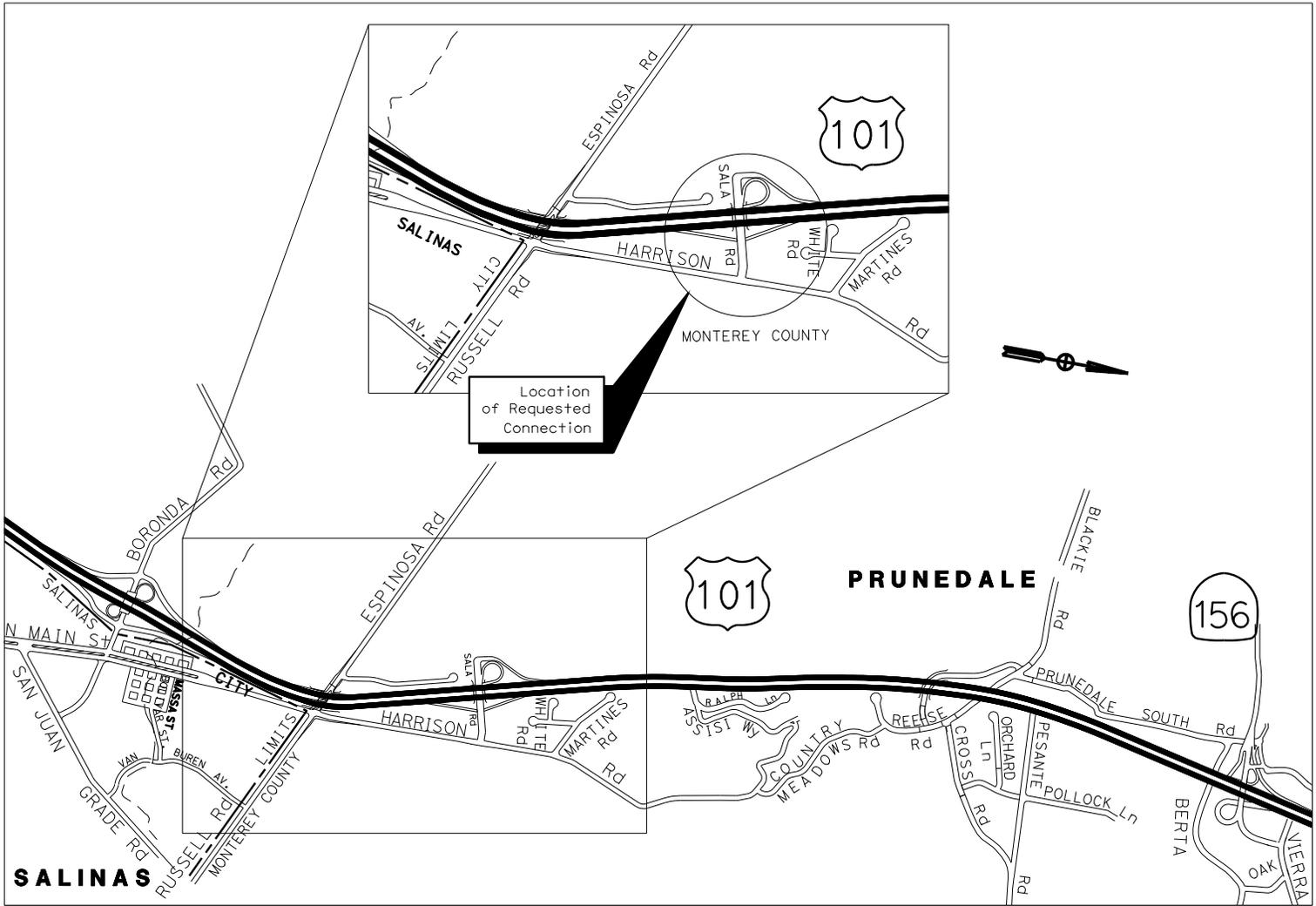
**WHEREAS**, the County of Monterey has requested approval of a new public road connection on State Route 101 for Sala Road; and

**WHEREAS**, the Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact was approved on March 13, 2006 in compliance with the California Environmental Quality Act and the National Environmental Policy Act; and

**WHEREAS**, the project will have impacts on the environment that will be mitigated.

**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize one new public road connection on State Route 101 at Sala Road, Post Mile 92.5, in the county of Monterey.

# NEW PUBLIC ROAD CONNECTION LOCATION MAP 05-MONTEREY-101



**LOCATION MAP**

