

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 19-20, 2011

Reference No.: 2.3.b(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 4-MRN-101 PM
RESOLUTION S-746**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-46 and map authorizing a new public road connection at Redwood Landfill Overcrossing to State Route (SR) 101 in Marin County.

ISSUE:

The Department is requesting 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 Marin, at Post Mile (PM) 25.5.

Recommended by: _____
RICHARD D. LAND
Chief Engineer

BACKGROUND:

The proposed Redwood Landfill Interchange on US 101 in Marin County is part of the Marin Sonoma Narrows High Occupancy Vehicle (HOV) project. The Marin Sonoma Narrows project proposes improvements to US 101 by adding HOV facilities from the junction of State Route 37 in the City of Novato to just north of the Corona Road Overcrossing in the City of Petaluma, a distance of approximately 16 miles. The Marin Sonoma Narrows project proposes HOV operational improvements and proposes upgrading the existing expressway portion of US 101 to a controlled-access freeway.

The existing facility at the proposed Redwood Landfill interchange location is a four-lane expressway with two 12-foot lanes in each direction. A significant portion of the existing facility in this segment does not meet current design standards for horizontal alignment and vertical profile. The shoulders are variable width with the outside shoulders varying from 5 feet to 8 feet and the inside shoulders varying from 2 feet to 4 feet. The non-paved median varies in width from 11 feet to 51 feet and contains a double thrie-beam barrier. Local traffic accesses the expressway using various driveways and at-grade intersections.

The proposed Redwood Landfill Interchange will close all direct access to US 101 and will construct a new diamond-type interchange at the existing Redwood Landfill Overcrossing. The existing four-lane expressway will be reconstructed to provide a six-lane freeway with two mixed flow lanes and one HOV lane in each direction. The new interchange will construct new on and off-ramps at the Redwood Landfill Overcrossing. Frontage roads will be constructed to provide access to the freeway for local traffic. The expressway to freeway conversion will improve traffic flow and safety by providing a new interchange, frontage roads and bike paths. The Redwood Landfill Interchange will improve the movement and circulation of heavy trucks using with the nearby landfill facility.

To reduce congestion and improve mobility on US 101 in Marin and Sonoma counties, the Transportation Authority of Marin, Sonoma County Transportation Authority and the Department are proposing improvements to US 101 by adding High Occupancy Vehicle (HOV) facilities from the junction of State Route 37 in the City of Novato to just north of the Corona Road Overcrossing in the City of Petaluma. The project limits have been divided into three segments corresponding to the type of existing facility. Segment A proposes HOV operational improvements to the existing portion of US 101 in Marin County, in the city of Novato from 0.3 mile south of Route 101/37 separation to 0.9 mile north of Atherton Avenue interchange. Segment B, locally referred to as the "Novato Narrows", proposes HOV operational improvements and upgrading the existing expressway portion of US 101 to a controlled-access freeway from 0.9 mile north of the Atherton Avenue interchange in the City of Novato to 0.1 mile south of the Lakeville Highway/State Route 116 interchange in the city of Petaluma. Converting the expressway to a freeway will improve traffic flow and safety by providing new interchanges, frontage roads and bike paths. Segment C proposes HOV operational improvements to the existing freeway portion of US 101 in Sonoma County from 0.1 mile south of the Lakeville Highway/State Route 116 interchange in Petaluma to 0.3 mile north of the Corona Road Overcrossing in Petaluma. The Project Report was approved by the Department on July 21, 2009.

US 101 is the only continuous north-south route through Marin and Sonoma counties. Due to the lack of a parallel arterial system, US 101 is used for the majority of north-south trips within the vicinity of the proposed project. The majority of the State Highway system within the project limits was planned, designed and constructed between the 1950s and the 1970s. US 101 is on the Freeway and Expressway System and is part of the Non-Interstate Strategic Highway Network. It is both an Interregional Road System "Focus Route" and a regional freight corridor, carrying timber products, wine, agricultural and mineral products, linking the San Francisco Bay Area with the rest of northwestern California. Additionally, US 101 within the project limits has been included in the Surface Transportation Assistance Act route system and functions as the principal truck route for Marin and Sonoma counties. The completion of the HOV system through Marin and Sonoma counties has been a consistent goal expressed in regional planning documents such as the US 101 Corridor Strategic Plan, the Marin County Congestion Management Plan, the Sonoma/Marin 1997 Multi-Modal Transportation and Land Use Study, the MTC 2005 HOV Master Plan and the MTC Transportation 2030 Plan.

There are existing freeway agreements covering the project limits. Within Marin County, the agreements cover freeways adopted on April 20, 1944, July 17, 1946 and November 27, 1962. The agreement within the City of Novato was executed on January 24, 1998 and covers the south city limits to the north city limits. The agreements with Marin County were executed on September 24, 1974 covering from the Novato north city limits to Airport Road and on July 24, 1944 covering from Airport Road to the county line.

Within Sonoma County the freeway agreements cover freeways adopted on April 20, 1944 and March 23, 1950. The agreements with Sonoma County were executed on June 8, 1944 covering from the south county line to south of the Petaluma Blvd South interchange and on February 16, 1954 covering from south of the Petaluma Blvd South interchange to south of the Lakeville Highway/ SR 116 interchange. The agreement with the City of Petaluma was executed on December 21, 1966 and covers from south of the Lakeville Highway/SR 116 interchange to north of the Old Redwood Highway interchange.

Two public hearings were held, one on November 6, 2007 in the city of Petaluma and the other on November 14, 2007 in the city of Novato. All comments received were addressed in the Final Environmental Impact Report/Environmental Impact Statement. The California Environmental Quality Act has been satisfied by certification of the Environmental Impact Report on July 16, 2009. The Federal requirements had been satisfied by certification of the Environmental Impact Statement on July 21, 2009. The Final Environmental Impact Report/ Environmental Impact Statement was approved by the California Transportation Commission on October 29, 2009 per resolution number E-09-70.

The total project cost estimate of the Marin Sonoma Narrows High Occupancy Vehicle project is approximately \$718 million. This project is proposed to be constructed through various phases depending upon the availability of funds. Approximately \$270 million is available for Phase 1 contracts, which is comprised of STIP, CMIA, TCRP, Sonoma County Local Measure M, SAFETEAU-LU, and TEA 21 Demonstration funds.

A freeway agreement was signed by the County of Marin on October 11, 2010 and will be finalized by the Department after Commission approval of the new connection.

Attachments

Resolution S-746
Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution Authorizing a New Public Road Connection
04-Mrn-101 PM 25.5**

Resolution S-746

WHEREAS, the County of Marin has requested approval of a new public road connection on State Route 101 for the Redwood Landfill Overcrossing; and

WHEREAS, the Final Environmental Impact Report/Environmental Impact Statement was approved on July 21, 2009, 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 the Redwood Landfill Overcrossing, Post Mile 25.5, in the county of Marin.

