

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 27-28, 2012

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Terry L. Abbott  
Chief  
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 08-SBD-15 PM 11.0**  
**RESOLUTION S-754**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-754 and map authorizing a new public road connection to Interstate (I-15) at Duncan Canyon Road in the city of Fontana.

## **ISSUE:**

The City of Fontana has requested approval of a new public road connection to I-15. 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 Acting Chief Engineer. The resolution grants approval of a new public road connection on the I-15 at Duncan Canyon Road in the city of Fontana, in the county of San Bernardino, at Post Mile 11.0.

Recommended by: \_\_\_\_\_  
ROBERT PIEPLOW  
Acting Chief Engineer

**BACKGROUND:**

The City of Fontana (City), in cooperation with the County of San Bernardino, the California Department of Transportation (Department) and the Federal Highway Administration, is proposing a new interchange on Interstate 15 (I-15) within the City. The interchange is to be located at the existing Duncan Canyon Road Overcrossing. The new interchange is between the existing Summit Avenue Interchange (PM 9.60) to the south and Sierra Avenue Interchange (PM 12.84) to the north.

The Duncan Canyon Road Interchange has been initiated by the City to address the need for additional access to the I-15. The project is necessitated in response to the traffic volume increases which will result from the rapid growth in both population and industrial development projected over the next 25 years.

This project proposes providing a freeway access ramp at the four quadrants of the interchange. The exit ramp termini would be designed for three lanes to ensure a satisfactory Level of Service. The northbound entrance ramp would have a single mixed flow lane and an HOV lane and the southbound entrance ramp would have two mixed flow lanes and an HOV lane. The entrance ramps would be metered. Deceleration and acceleration lanes would be provided on the northbound exit ramp and southbound entrance ramp respectively.

Duncan Canyon Road, including the existing overcrossing structure, is proposed to be widened to the north to match the standard cross section in the City's General Plan. This standard cross section for Duncan Canyon Road is classified by the City as a modified primary highway. The existing two-lane Duncan Canyon Road to the west of the overcrossing would be widened to four lanes which match recent improvements. At the overcrossing structure, aside from the proposed four through lanes, there would be two dedicated left turn lanes for westbound Duncan Canyon Road traffic turning onto the southbound I-15 entrance ramp. A single left turn lane will be used for eastbound Duncan Canyon Road to the southbound I-15 entrance ramp. A six-foot sidewalk is proposed along the north and south sides of the overcrossing along with an eight-foot Class II bike lane/shoulder.

I-15, which serves as a major truck/passenger route, is a vital north-south connection in the Interstate Highway System extending from San Diego to the Canadian Border in Sweet Grass, Montana. I-15 is designated as an "Economic Lifeline" in the 1991 Intermodal Surface Transportation Efficiency Act and is included in the Strategic Highway Network. The segment of I-15 within the project limits is an 8-lane divided freeway with a wide median. It is on the Rural and Single Interstate Routing System. A Route Concept Fact Sheet dated March 1999 designated the segment of I-15 as a 10-lane freeway with eight mixed flow lanes and two HOV lanes. It is anticipated that I-15 will reach its traffic capacity before year 2030.

Duncan Canyon Road is a two-lane roadway with varying curb-to-curb width. It is an east-west facility within the project area and continues southerly to a residential area at the southwest quadrant of I-15/Summit Avenue Interchange. East of the freeway, Duncan Canyon Road remains as an east-west facility terminating at Citrus Avenue. The I-15/Summit Avenue Interchange is located 1.43 miles to the south of the project site and the I-15/Sierra Avenue Interchange is located 1.81 miles to the north of the proposed interchange.

On June 26, 1962, the California Highway Commission adopted this portion of I-15 as a freeway.

A Notice of Intent to Adopt a Mitigated Negative Declaration and Availability of Initial Study/Environmental Assessment/Notice of Public Meeting was published on November 18, 2008. The Initial Study/Environmental Assessment was circulated for a 30-day public review period. The public information meeting was held at Fontana Park in the City on December 3, 2008.

This project is consistent with the City's Master Plan which identifies Duncan Canyon Road as a major east-west thoroughfare crossing I-15. The proposed interchange will serve as a freeway access to the adjacent developments.

This project is included in the SCAG 2008 Regional Transportation Plan. This project will be locally funded with its design concept and scope being consistent with the project description in the RTP. The project is also included in the adopted 2008 Regional Transportation Improvement Program.

A Cooperative Agreement was executed on April 25, 2008 between the Department and the City. The agreement covers PAED, PS&E and right of way support for the project. A separate agreement will be required for construction.

The cost estimate is \$36,303,000, which includes \$25,562,000 for construction, \$2,435,000 for right-of-way acquisition, \$5,506,000 in support costs and \$2,800,000 for landscaping construction and support.

All applicable Mandatory and Advisory Design Exceptions have been approved. The Initial Study (with Mitigated Negative Declaration)/Environmental Assessment (with Finding of No Significant Impact) was approved by the Department on November 3, 2009. The Department approved the Project Report on November 3, 2009. The Initial Study (with Mitigated Negative Declaration)/Environmental Assessment (with Finding of No Significant Impact) was approved by the Commission on March 28, 2012. A Freeway Agreement was recently signed by the City Fontana.

#### Attachments

Resolution S-754  
Location Map

**CALIFORNIA TRANSPORTATION COMMISSION  
Resolution Authorizing a New Public Road Connection**

**8-SBd-15 PM 11.0**

**Resolution S-754**

**WHEREAS**, the City of Fontana has requested approval of a new public road connection on State Route 15 for Duncan Canyon Road; and

**WHEREAS**, the Initial Study[with Mitigated Negative Declaration]/Environmental Assessment [with Finding of No Significant Impact] was approved on November 3, 2009, in compliance with the California Environmental Quality Act; and

**WHEREAS**, the project will not have a significant effect on the environment.

**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 15 at Duncan Canyon Road, PM 11.0, in the city of Fontana, in the county of San Bernardino.

