

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 27–28, 2018

Reference No: 2.3b.(1)
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Janice Benton, Chief
Division of Design

Subject: NEW PUBLIC ROAD CONNECTION, 03-SAC-5-PM 31.4
RESOLUTION S-761

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request to approve a new public road connection on Interstate 5 at Metro Air Parkway at Post Mile (PM) 31.4 in the county of Sacramento?

RECOMMENDATION:

The Department recommends that the Commission approve the attached Resolution S-761 and map authorizing a new public road connection on Interstate 5 at Metro Air Parkway in the county of Sacramento. The County of Sacramento has requested approval of a new public road connection on Interstate 5. 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.

Recommended by: _____
KARLA SUTLIFF
Project Delivery Chief Engineer

BACKGROUND:

The County of Sacramento (County) proposes to construct a new public road connection to Interstate 5 (I-5) by means of a new interchange located at PM 31.4. The Metro Air Parkway/I-5 interchange will provide primary entrance and egress to the Metro Air Park Special Planning Area (SPA), an industrial business park. The proposed interchange is the most cost effective solution for providing adequate access to the SPA while maintaining acceptable level of service on I-5 and adjacent interchanges within the project limits.

The California Highway Commission adopted the segment of I-5 within the project limits as a freeway on May 24, 1961. I-5 is a north-south interstate highway that runs from the international boundary near Tijuana, Mexico to the Oregon state line via National City, San Diego, Los Angeles, the westerly side of the San Joaquin Valley, Sacramento and Yreka. I-5 is part of the California Freeway and Expressway System and the National Highway System. In addition, I-5 is part of the Interregional Road System and is a designated Focus Route in the Department's Interregional Transportation Strategic Plan. I-5 is also a designated route on the National Truck Network under the 1990 Federal Surface Transportation Assistance Act. Within the project limits, I-5 is a four-lane freeway that runs east and west, with a 70-84 foot median and continuous thrie-beam barrier.

The County developed the plans for the interchange in response to the aforementioned SPA. In July of 1999, the Department approved the Project Study Report and the Project Report (PR) on December 20, 2010. Soon after, the project was put on hold due to a lack of project construction funding. On April 11, 2018, the Department approved a Supplemental PR that documented updates to the traffic analysis and geometric approval drawings and confirmed the findings in previously completed technical studies.

In northern Sacramento, I-5 serves as the main connection to the Sacramento International Airport. Land uses in the SPA include airport related uses, light manufacturing, high tech research and development, professional offices, limited support retail and recreation. The new interchange will mitigate traffic impacts associated with cumulative growth.

The proposed interchange will be constructed in two phases. Phase One (Interim) of the project will construct portion of a Type L-7 overcrossing interchange with single-lane northbound diagonal on and off-ramp, a single-lane southbound diagonal off-ramp and a single-lane southbound loop on-ramp. Phase One construction is expected to be complete by 2020.

Based on traffic studies, it is anticipated that Phase Two (Ultimate) construction of the interchange will be needed after year 2030. Ultimate improvements will add a single-lane northbound loop on-ramp and a single-lane southbound diagonal on-ramp, widen the overcrossing and modify the ramp terminal intersections. In addition, continuous auxiliary lanes will be constructed on I-5 in the northbound and southbound directions between State Route 99 and Metro Air Parkway. Traffic congestion thresholds as annotated in the

cooperative agreement executed on April 23, 2018 will initiate the Ultimate phase of construction.

Phase One is fully funded through construction with private developer fees collected and administered by the County. The construction cost estimate of Phase One is \$18.6 million.

The County is the project development lead and is delegated the California Environmental Quality Act lead. On September 23, 2008, the County Board of Supervisors adopted the Final Environmental Impact Report (FEIR) and determined that the project would not have a significant effect on the environment after mitigation as outlined in the Mitigation Monitoring and Reporting Program. The Department, as the lead agency for the National Environmental Protection Act (NEPA), approved a Categorical Exclusion on June 2, 2010 and completed a NEPA Re-validation on April 4, 2018. On April 24, 2018, the County confirmed that the FEIR remains valid and that there are no new identified impacts requiring mitigation since adoption in 2008. On May 16, 2018, the Commission approved the FEIR.

At the conclusion of the environmental phase and following a public hearing held on September 23, 2008 at the County Board of Supervisors meeting, the Sacramento County Board of Supervisors and the public is in support of the project. There were no concerns expressed in the hearing.

The Federal Highway Administration granted final approval for the break in access to the interstate on August 23, 2011.

A superseding Freeway Agreement signed by the County is awaiting execution by the Department after the Commission approval of the new public road connection.

Attachments:
Resolution S-761
Location Map

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

03-Sac-5-PM 31.4

Resolution S-761

WHEREAS, the California Department of Transportation (Department) and the County of Sacramento (County) jointly request approval of a new public road connection on Interstate 5 for Metro Air Parkway; and

WHEREAS, the County completed a Final Environmental Impact Report (FEIR) on September 23, 2008 and confirmed that the FEIR remains valid on April 24, 2018 pursuant to the California Environmental Quality Act; and

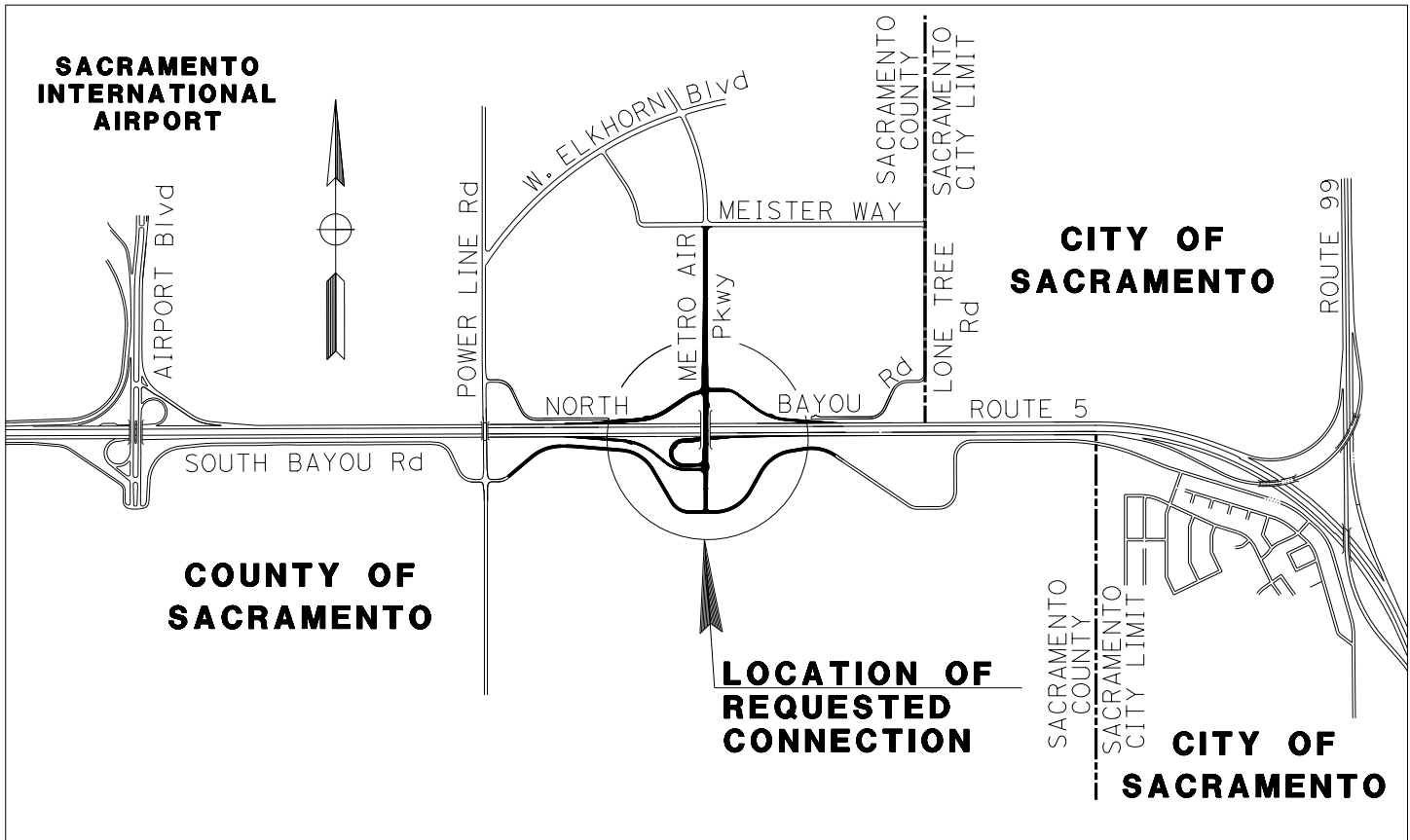
WHEREAS, the Department approved a Project Report on December 20, 2010 and a Supplemental Project Report on April 11, 2018 recommending the new public road connection; and

WHEREAS, the California Transportation Commission approved the FEIR on May 16, 2018.

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 a new public road connection on Interstate 5 at Metro Air Parkway, Post Mile 31.4, in the county of Sacramento.

NEW PUBLIC ROAD CONNECTION

03-SAC-05 PM 31.4



LOCATION MAP

