District 10

State Route 108
Corridor System Management Plan

Stanislaus/Tuolumne County Line to
Tuolumne/Mono County Line

SEPTEMBER 2008

DISTRICT 10
STATE ROUTE 108
CORRIDOR SYSTEM MANAGEMENT PLAN
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Tuolumne/Mono County Line

Recommend Approval:

10/1/08

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I approve this Corridor System Management Plan as the overall Policy Statement and Strategic Plan that will guide transportation decisions and investments for the State Route 108 Corridor in Tuolumne County.

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Prepared in cooperation with:

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SECTION 1 INTRODUCTION

The State Route 108 (SR-108) Corridor System Management Plan (CSMP) provides for the integrated management of travel modes and roadways to facilitate the efficient and effective mobility of people and goods within the most congested transportation corridor in Tuolumne County. The SR-108 CSMP presents an analysis of existing and future transportation conditions, and proposes transportation management strategies, and capital and operational improvements to maintain and enhance mobility within the corridor. The corridor system management planning strategy integrates system planning and system management addressing State highways, local parallel roadways, regional transit services, and other regional modes pertinent to corridor mobility.

The SR-108 CSMP is developed in concert with State, local and regional transportation goals, and addresses existing and future local and regional mobility and transportation system connectivity. The CSMP incorporates regional blueprint planning, context sensitive transportation solutions and encourages the use of alternative transportation modes. The CSMP functions as a tool in which State and local partners can address future growth while maintaining individual and shared goals and objectives.

Corridor system management plans are being developed throughout the State for corridors receiving funds from the Corridor Mobility Improvement Account (CMIA) and Highway 99 Bond Programs created by the passage of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006. The intent is to eventually develop CSMPs for all corridors receiving CMIA funding.

The precise limit of the SR-108 CSMP has been determined through a collaborative cooperative process involving the major transportation planning organizations within the corridor (see Section 2 on Page 4). The SR-108 CSMP addresses the entire SR-108 corridor in Tuolumne County.

1.0 Purpose and Need

Over the next 30 years, California's population is expected to increase by an average of 500,000 residents per year. This means by 2020, the State's population will reach nearly 44 million, and by 2030, nearly 48 million. The purpose of the CSMP is to reduce congestion within the SR-108 CSMP corridor limits, enhance safety, and to preserve the mobility gains of the CMIA investments. The preparation of this CSMP is a California Transportation Commission (CTC) requirement for the use of the Proposition 1B CMIA funds that have been allocated for East Sonora Bypass Stage II project within the SR-108 corridor.

1.1 Corridor System Management Planning Strategy

The corridor system management strategy exhibited in this CSMP is based on the integration of System Planning and System Management. System Planning is the long-range transportation planning process of Caltrans that evaluates the current and future operating conditions and deficiencies on the State transportation system. Improvements are recommended to maintain mobility by minimizing or alleviating the identified deficiencies. The process considers the entire transportation system on and off the State Highway System (SHS), including the highways and local arterials, transit services, railroads, airports, non-motorized modes of transportation, such as bicycling and walking, goods movement, Intelligent Transportation Systems (ITS) and local land use and environmental issues.

System Management is the process of maximizing the efficiency and effectiveness of the existing transportation infrastructure through use of proven methods and technologies, which generally involve

low capital or no cost activities. A few examples include traffic information collection and dissemination, incident management, high occupancy vehicle lanes, use of local arterial roadways that are parallel with the highway corridor, and demand management strategies, such as transit and rideshare marketing, flexible work hour schedules, and telecommuting. The strategy of this CSMP requires a commitment by Caltrans and applicable regional and local agencies to develop and implement the CSMP.

1.2 Consistency with the Governor's Strategic Growth Plan

The Governor's *Strategic Growth Plan* (see Figure 1.2 below) is designed to decrease congestion, improve traveler times, and increase safety while accommodating future growth in population and the economy.

Corridor productivity can only be restored and maintained through a coordinated planning and management effort of all transportation partners. This CSMP identifies a number of elements essential to this goal. The "System Management Pyramid" can best visualize these elements. Each element, while represented separately, works as an essential part of the whole. The elements may be summarized as follows:

The System Management Pyramid

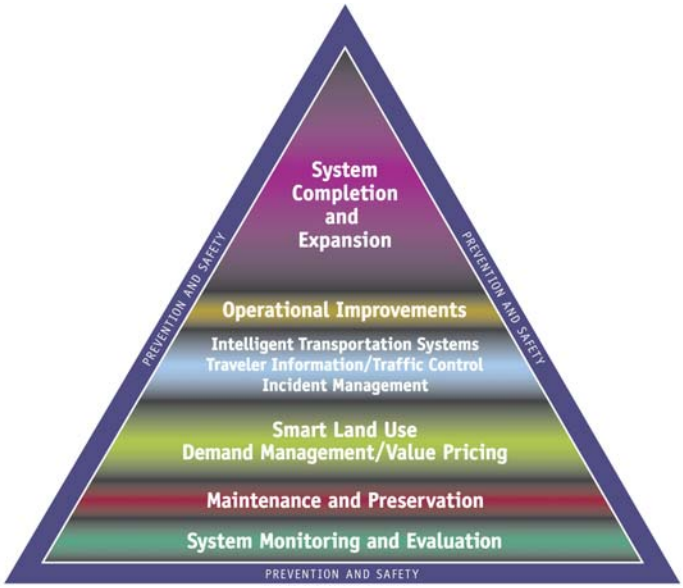


FIGURE 1.2: Strategic Growth Plan

1.2.1 System Monitoring and Evaluation

Understanding how a corridor performs and why it performs the way it does is critical to developing appropriate strategies. The first step in this effort is to analyze the system that we now have available. This includes the identification of current bottlenecks (areas of congestion), their causes, and the impact that these individual bottlenecks have on the whole of the corridor. System Monitoring and Evaluation is the foundation of this CSMP strategy. In order to reduce congestion and implement traffic management strategies, we must have precise knowledge of when and where congestion occurs. In order to identify when and where congestion occurs, improved detection is needed, the existing detection system needs to be maintained, and gaps in the detection network need to be filled.

1.2.2 Maintenance and Preservation

Maintenance and Preservation **s**trategies are designed to protect the enormous public investment in the existing transportation system and to ensure a full return on system investments, as well as reduce future maintenance and replacement costs. The current rehabilitation strategy is to maintain and rehabilitate the existing facility with plans to improve various interchanges and widen the roadway where feasible.

1.2.3 Land Use, Demand Management/Value Pricing

Land Use, Demand Management, and Value Pricing strategies reduce travel demand, reduce delay, and increase transportation through sustainable and integrated land use decisions and innovative concepts to change traveler behavior. Land use and demand management has to do with reducing congestion by developing land uses that support shorter trips, increase the use of transit and alternative transportation modes, and improved pedestrian access. Value pricing has to do with managing trips and collecting revenue.

Land use decisions are the prerogative of local government. These decisions impact the transportation system. Appropriate planning can reduce this impact, including preserving right-of-way (ROW) to allow for future planned capacity enhancing projects and their overall price. Approving only those developments that are compatible with an adjacent or nearby transportation system, be it a highway, airport or other mode of transportation, will help to protect the system.

1.2.4 Intelligent Transportation Systems, Traveler Information, Traffic Control, and Incident Management

Intelligent transportation systems reduce delay through innovative use of traffic control, traveler information, and improved incident management. Real time traveler information allows travelers to make more effective decisions regarding trip timing, route choices, and mode selection. Traffic control reduces congestion through the use of technologies, such as system ramp metering, collision warning systems, and advanced traffic management systems. Incidents are the primary cause of unexpected and variable delay. Improved incident management reduces congestion and traveler delay.

Traveler information requires sharing data with public and private partners. The District 10 Transportation Management Center (TMC) plays an important role in day-to-day system management, providing coordinated incident responses, as well as integration of various systems. TMCs are used in emergencies, amber alerts, and provide an Emergency Operations Center function during natural disasters, such as earthquakes. TMC staff also serve a security preparedness function; staff can monitor the highway, quickly activate response strategies, such as Changeable Message Sign (CMS) or notify the proper authorities when security risks are identified.

1.2.5 Operational Improvements

Operational improvements, such as the use of passing lanes, ramp improvements, improved signs and lights, and other system refinements reduce delay and enhance performance. The net result is improved traffic operations.

1.2.6 System Completion and Expansion

System completion and expansion provides the connectivity originally envisioned for the SHS and expands the overall capacity of the transportation system to accommodate growing demands. These projects could include the addition of new highways or roadway lanes, transit facilities and other projects.

1.3 CSMP Development

The CTC and Caltrans have identified six milestones in the development of the SR-108 CSMP, namely:

1. Define Corridor

2. Assemble Corridor Team

3. Develop Preliminary Corridor Performance Assessment

4. Comprehensive Corridor Performance Assessment

5. Identify Causes of Delay

6. Plan Completion/Adoption by Regional Transportation Planning Agency

SECTION 2 STAKEHOLDER PARTICIPATION

The development and successful implementation of CSMPs is dependant upon the close participation and cooperation of all major stakeholders. In the case of the SR-108 CSMP, both internal and external stakeholders were identified and invited to participate from the beginning of the CSMP development process. A project development team of key stakeholders was formed and met periodically to discuss, provide technical assistance, review and comment on the development of the CSMP.

The CSMP development team consisted of representatives from Caltrans District 10 Planning, Traffic Operations, Traffic Management, Traffic Safety, Maintenance, and Program Project Management. Team members also included representatives from the Tuolumne County Transportation Council (TCTC), Tuolumne County, the City of Sonora, Tuolumne County Transit, and the California Highway Patrol (CHP).

The TCTC has provided a letter of intent that is included in the Appendix as Figure A-1. This letter demonstrates their commitment and interest in actively participating in this collaborative effort.

SECTION 3 DEFINE CORRIDOR

A critical step in the CSMP process is the definition of the corridor transportation network, which will be the focus of CSMP corridor improvement and management activities. This section describes the individual modes and roadway components of this network and presents the rationale for their selection and inclusion.

3.0 The CSMP Corridor Limits

This CSMP focuses on SR-108 in Tuolumne County beginning at the Stanislaus/Tuolumne County line and continuing until U.S. Route 395 (US-395) at Sonora Junction in Mono County. The Corridor is approximately 86.7-miles long beginning at the Stanislaus/Tuolumne County line and ending at the Tuolumne/Mono County line. State Route 108 has concurrent routing along portions of State Route 120 (SR-120) between Stanislaus County line and Yosemite Junction, and with State Route 49 (SR-49) from west of Jamestown to Sonora. The corridor limits were identified to address not only the CMIA project through Sonora, but to address traffic impact results from regional travel to recreational areas and destinations east of Sonora.

3.1 Corridor Width – Sphere of Influence

In further defining the CSMP corridor, all parallel facilities within a 1-mile parameter of SR-108 and all modes of transportation serving SR-108 will be included. Within the CSMP corridor, SR-108 is concurrent with SR-120, with SR-120 as the predominant route from the Stanislaus/Tuolumne County line to Yosemite Junction (SR-120/East Junction 108). SR-108 is also concurrent with SR-49, with SR-49 as the predominant route from Yosemite Junction to Montezuma Junction (SR-108/North Junction SR-49). The only major parallel facility serving the corridor is the old highway SR-108 from Mono Way to Peaceful Oak/Standard Roads, and the only bike lane serving SR-108 is currently programmed to go to construction in 2008, and will traverse this same segment of the old highway. Tuolumne County Transit does serve SR-108 from Jamestown to Sierra Village. Refer to Table 3.10.3.1 on page 19 for additional information on transit serving the corridor. A description of the land uses located within the SR-108 corridor sphere of influence and development projects impacting the CSMP corridor are provided in Section 3.7 on Page 11.

3.2 Corridor Function

SR-108 is an important farm-to-market route in the San Joaquin Valley. It serves commuters and local traffic in the cities of Modesto, Riverbank, Oakdale, and Sonora, and handles forest products and recreational traffic to and from the forestlands in Tuolumne County. The highway also serves local commute bicyclists in these aforementioned communities and is a popular bicycle-touring route through the Sierras. SR-108 is an important trans-Sierra route connecting the eastern Sierra Nevada region of the State with the Central Valley and other parts of California.

In Tuolumne County, SR-108 serves the City of Sonora and several smaller mountain communities, such as East Sonora, Twain Harte, Soulsbyville, and others. It also serves the Dodge Ridge Ski Area near Pinecrest.

3.3 Corridor Inventory

SR-108 is generally classified as a minor arterial through Tuolumne County. It is predominantly a 2-lane conventional facility with 3 to 8-foot shoulders and passing lanes with the following exceptions: The highway is a 2-lane grade separated expressway with on and off ramps in East Sonora and two sections of 4-lane divided at-grade expressways in Tuolumne County. There are also programmed operational improvements for acceleration lanes, and 2-way left turn channelization along the corridor. These improvements are included in Table 4.3.1 on Page 29.

3.4 Corridor Designation and Functional Classification

SR-108 is included in the Interregional Road System (IRRS) between SR-120 at Yosemite Junction and US-395. It is also included in the Freeway and Expressway (F&E) System. SR-108 is identified as a Terminal Access Route for the National Truck Network through all of Stanislaus County and in Tuolumne County until Strawberry. The route is not included in the National Highway System (NHS) or the Strategic Highway Network (STRAHNET). SR-108 is eligible as a Scenic Highway from SR-49 near Sonora to US-395, but it is not officially designated as such. Table 3.4 illustrates the corridor designation and functional classification of SR-108 through the CSMP Corridor.

TABLE 3.4: Corridor Designation and Functional Classification

Description	SR-120/108 PM R0.00-T6.96	SR-120/108 PM T6.96-12.07	East JCT. SR-120 Yosemite Jct. PM L0.00	SR-49/108 S. Jct. SR-108 PM 11.58	SR-108 PM R0.00	Mono Way PM R2.27	Peaceful Oak /Standard Roads PM T4.60	.13 miles East of Via Este PM 05.87	.04 miles East of Draper Mine Rd. PM 06.70	W. Twain Harte Dr. PM R9.58	.42 miles East of E. Twain Harte Dr./ Tuolumne Rd North PM T12.178
Functional Classification	Other Principal	Other Principal	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS)	Y	Y	N	N	N	N	N	N	N	N	N
Freeway/Expressway System	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y
STRAHNET	N	N	N	N	N	N	N	N	N	N	N
IRRS	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
NTN (National Truck Network) (Yes: STAA, TA=Terminal Access) Yes or No	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y
Scenic	N	N	N	N	N	N	N	N	N	N	N
ICES (Intermodal Corridor of Economic Significance) (Y/N)	N	N	N	N	N	N	N	N	N	N	N
General Plan/RTP Standard Highway Classification	6	6	6	6	6	6	6	6	6	9	7
General Plan/RTP LOS Standard	C	C	C	D	C	C	D	D	D	C	C
Bike Use Allowed	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Classification:
6=Rural Minor Arterial (2-lane) Rolling Terrain
7=Rural Minor Arterial (4-lane)
9=Rural Arterial (4-lane) divided Rolling Terrain
106=Rural Minor Arterial (2-lane) Mountainous Terrain

TABLE 3.4: Corridor Designation and Functional Classification, Cont'd.

Description	Chief Fuller Road PM 15.17	.02 miles West of Lyons Dam Road PM R16.06	E. Long Barn Rd. Connection PM R19.03	Stoddard Springs Rd. PM R21.57	Pinecrest Lake Rd. PM 30.16	E. Connection Old Strawberry Rd. PM 31.93	Closure Gate #1 PM 37.40	Donnell Rest Area PM 46.40	Kennedy Meadows PM 57.90
Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS)	N	N	N	N	N	N	N	N	N
Freeway/Expressway System	Y	Y	Y	Y	Y	Y	Y	Y	Y
STRAHNET	N	N	N	N	N	N	N	N	N
IRRS	Y	Y	Y	Y	Y	Y	Y	Y	Y
NTN (National Truck Network) (Yes: STAA, TA=Terminal Access)	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y	N/Y
Scenic Designated	N	N	N	N	N	N	N	N	N
ICES (Intermodal Corridor of Economic Significance)	N	N	N	N	N	N	N	N	N
General Plan/RTP Standard Highway Classification	6	6	6	6	6	6	6	6	106
General Plan/RTP LOS Standard	C	C	C	C	C	C	C	C	C
Bike Use Allowed	Y	Y	Y	Y	Y	Y	Y	Y	Y

Classification:
6=Rural Minor Arterial (2-lane) Rolling Terrain
7=Rural Minor Arterial (4-lane)
9=Rural Arterial (4-lane) divided Rolling Terrain
106=Rural Minor Arterial (2-lane) Mountainous Terrain

3.5 Intelligent Transportation Systems

Intelligent transportation systems technology is used for incident awareness, and freeway management through technologies, such as dynamic message and warning signs, Highway Advisory Radio (HAR), Roadside Weather Information Systems (RWIS), Closed Circuit Television (CCTV) cameras that monitor traffic, and CMSs that generally display road closure/road condition information. In addition to the cameras, traffic monitors are located in specific locations to feed traffic data to the TMC in each Caltrans district. Some traffic monitors are linked to the University of California (U.C.) Berkeley Performance Monitoring System (PeMS) for use in distribution of data to many users.

Deployment of ITS technology will enhance traveler information services, as well as the operational efficiency of the corridor by informing motorists of traffic congestion, inclement weather, such as fog, dust, incident management, emergency response, and highway construction and/or closings. This information assists motorists to make informed decisions regarding their travel.

3.5.1 Existing ITS Elements

Currently there are 17 existing ITS elements on the SR-108 Corridor. There are three CMS located on SR-120 in Stanislaus County east of Atlas Road in Oakdale, in Tuolumne County eastbound SR-120 west of Yosemite Junction, and eastbound SR-108 east of North Sunshine Road. There are 10 traffic detection stations located at the SR-49/108 Sonora Junction, Stewart Street, Standard Road, two at Soulsbyville Road, west of Twain Harte Road, two at Pinecrest Lake Road, and one at Cow Creek Road. Two HAR are located north of Junction SR-120/108 and one east of North Sunshine Road. Two Extinguishable Message Signs (EMS) are located east of North Sunshine Road and Twain Harte. Table 3.5.1 below identifies the existing ITS elements along the corridor.

TABLE 3.5.1: Existing ITS Elements

No.	Route	Post Mile	Location	Description
1	STA SR-120	07.54	Eastbound Rte. 120 east of Atlas Road (Oakdale)	CMS ID 40
2	TUO SR-108	11.75	Eastbound Rte. 120 west of Yosemite Junction	CMS ID 43
3	TUO SR-108	R0.00	Sonora, Rte. 49/108 Junction	Traffic Detection Station ID 166 (east/west detection)
4	TUO SR-108	L0.90	0.9-miles north of 120/108 Junction	YATI HAR ID 3
5	TUO SR-108	00.49	Sonora, Stewart Street	Traffic Detection Station ID 273 (east/west detection)
6	TUO SR-108	04.33	Standard Road	Traffic Detection Station ID 178 (east/west detection)
7	TUO SR-108	06.96	0.10-miles east of North Sunshine Road	EMS for Eastbound Traffic Supports HAR ID 4
8	TUO SR-108	07.00	Eastbound 108 Soulsbyville 0.14-miles east of North Sunshine Road	CMS ID 42
9	TUO SR-108	07.06	Soulsbyville 0.2-miles east of North Sunshine Road	HAR ID 4
10	TUO SR-108	07.51	Soulsbyville Road	Traffic Detection Station ID 353 (east/west detection)
11	TUO SR-108	07.51	Soulsbyville Road	Traffic Detection Station ID 354 (east/west detection)
12	TUO SR-108	09.29	West of Twain Harte Road	Traffic Detection Station ID 38 (east/west detection)
13	TUO SR-108	09.40	Rte 108 Twain Harte	EMS for Westbound Traffic Supports HAR ID 3
14	TUO SR-108	30.14	Pinecrest Lake Road	Traffic Detection Station ID 169 (east/west detection)
15	TUO SR-108	30.14	Pinecrest Lake Road	Traffic Detection Station ID 357 (east/west detection)
16	TUO SR-108	36.55	Cow Creek Road	Traffic Detection Station ID 170 (east/west detection)
17	TUO SR-108	57.90	Kennedy Meadows Road	Traffic Detection Station ID 172 (east/west detection)

FIGURE 3.5.1: Changeable Message Sign (CMS) on State Route 108

3.5.2 Programmed ITS Elements

Currently there are eight programmed ITS projects on the SR-108 Corridor. Four PeMS detection stations will be installed as part of the CMIA project with locations to be determined. There are also four blue/white information signs that support HAR to be located west of Hidden Acres Road, east of North Sunshine Road, east of Soulsbyville Road, and east of West Twain Harte Road. Table 3.5.2 identifies the programmed ITS elements along the corridor.

TABLE 3.5.2: Programmed ITS Elements

No.	EA#	Route	Post Mile	Direction	Location	Description
1	10-340421	108	R4.00-R6.00	TBD	Peaceful Oak/Standard Road to Via Este Road	PeMS Detector Station
2	10-340421	108	R4.00-R6.00	TBD	Peaceful Oak/Standard Road to Via Este Road	PeMS Detector Station
3	10-340421	108	R4.00-R6.00	TBD	Peaceful Oak/Standard Road to Via Este Road	PeMS Detector Station
4	10-340421	108	R4.00-R6.00	TBD	Peaceful Oak/Standard Road to Via Este Road	PeMS Detector Station
5	0T070	108	06.50	EB	0.14-miles west of Hidden Acres Road	Blue/White Information sign for Traffic supports HAR 4
6	0T070	108	07.20	WB	0.34-miles east of North Sunshine Road	Blue/White Information sign for Traffic supports HAR 4
7	0T070	108	07.80	EB	0.28-miles east of Soulsbyville Road	Blue/White Information sign for Traffic supports HAR 4
8	0T070	108	09.90	WB	0.31-miles east of West Twain Harte	Blue/White Information sign for Traffic supports HAR 4

3.5.3 Planned ITS Elements

There are currently 13 planned ITS elements along the corridor. There are two CMS planned to be located on westbound SR-120/108 near O'Byrnes Ferry Road and westbound SR-108 east of Mono Way ramp and Sullivan Creek, three RWIS are planned to be at the SR-120/108 Yosemite Junction, on SR-108 near Soulsbyville and near Long Barn, and one HAR is proposed on SR-108 near Yosemite Junction. There are three EMS planned to be installed westbound on SR-108 near Cordelia Avenue, eastbound on SR-108 between Coffil Road and Leisure Drive, and eastbound SR-49/108 between Jamestown Road/Main Street and Fifth Avenue. There are also four blue/white information signs with flashing beacons that are planned to be installed that support HAR. They are to be located on westbound SR-108 east of Hess Road, eastbound SR-120/108 .42-miles east of West Twain Hart/Plainview Road, westbound SR-108 .41-miles west of Coffil Road, and eastbound SR-40/108 .05-miles west of Sugar Pine Cut-off Road. Table 3.5.3 identifies planned ITS elements along the corridor.

In addition, there are five ITS elements planned for connecting highways along the corridor. There are two blue/white information signs with flashing beacons that support HAR planned to be located on westbound SR-120 at Yosemite Street Right, and on southbound SR-49 near Jack Page Road Right. There are two EMS that support HAR that are planned to be located on westbound SR-120 east of Shawmut Road/Old Route 120 and on southbound SR-49 between Dane Lane and O'Hara Drive, and an RWIS is planned for SR-120 at Old Priest Grade Road in Groveland.

The major challenge to ITS deployment is funding. Intelligent transportation systems elements are proposed through the State Highway Operation and Protection Program (SHOPP), which has minimal funding for ITS deployment. Caltrans District 10 requests the installation of ITS elements on State Transportation Improvement Program (STIP) projects, but more frequently than not, when project costs need to be reduced, ITS elements are the first to go. There needs to be more support from all project partners to keep ITS elements on STIP projects.

Technology advances are also a challenge for ITS deployment. Technology is always changing which makes it very difficult to integrate with existing technologies; and the lack of power and communication in remote areas impedes implementation in rural areas. Intelligent transportation systems operating, utility, and maintenance expenses are costly along with high bandwidth communications for video. It is also a challenge to sustain the level of expertise that is needed to operate and maintain the complex ITS equipment.

TABLE 3.5.3: Planned ITS Elements

No.	Route	Post Mile	Location	Description
1	120	11.40	SR-120/108 westbound near O'Byrnes Ferry Road	Changeable Message Sign
2	108	R1.00	Rte. 108 at Yosemite Junction	Roadside Weather Information System
3	108	R1.00	Yosemite Junction	Highway Advisory Radio ID not assigned
4	108	02.27	Westbound Rte. 108 east of Mono East of Mono Way ramp and Sullivan Creek	Changeable Message Sign
5	108	R3.00	Westbound Rte. 108 east of Cordelia Road	EMS for Westbound traffic Supports proposed HAR
6	108	R3.50	Westbound Rte. 49/108 east of Hess Road	Blue/White Information Sign with Flashing Beacon Supports proposed HAR
7	108	07.51	Rte. 108 at Soulsbyville	Roadside Weather Information System
8	108	10.00	Eastbound Rte. 120/108 .42-miles east of West Twain Hart/Plainview Road	Blue/White Information Sign with Flashing Beacon Supports HAR 3
9	108	13.00	Westbound Rte. 108, .40-miles west of Coffil Road	Blue/White Information Sign with Flashing Beacon Supports HAR 3

TABLE 3.5.3: Planned ITS Elements, Cont'd.

No.	Route	Post Mile	Location	Description
10	SR-108	13.50	Eastbound SR-108 between Coffil Road and Leisure Drive	EMS for Eastbound Traffic Supports HAR 3
11	SR-49/108	14.50	Eastbound SR-49/108 .05-miles west of Sugar Pine Cut Off Road	Blue/White Information Sign with Flashing Beacon Supports proposed HAR
12	SR-49/108	15.00	Eastbound SR-49/108 between Jamestown Road/Main Street and Fifth Avenue	EMS for Eastbound Traffic Supports proposed HAR
13	SR-108	17.70	SR-108 at Long Barn	Roadside Weather Information System
Connecting Highway Planned ITS Elements				
14	SR-120	16.00	Westbound SR-120 Yosemite Street Right	Blue/White Information Sign with Flashing Beacon Supports HAR 3
15	SR-120	16.50	Westbound SR-120 East of Shawmut Road/Old Rte. 120	EMS for Eastbound Traffic Supports HAR 3
16	SR-120	24.90	Old Priest Grade Road/ Groveland	Roadside Weather Information System (RWIS)
17	SR-49	TOU SR-49 19.00	Southbound SR-49 between Dane Lane and O'Hara Drive	EMS for Southbound Traffic Supports proposed HAR
18	SR-49	TOU SR-49 19.50	Southbound SR-49 near Jack Page Road Right	Blue/White Information Sign with Flashing Beacon Supports proposed HAR

3.6 Transportation Demand Management

Transportation Demand Management (TDM) is designed to reduce vehicle trips during peak hours. TDM is specifically targeted at the work force commuters that generate the majority of peak hour traffic. Strategies include the following: rideshare programs; transit usage; flex hours; van pools; bicycling and walking; telecommuting; and mixed land uses (jobs/housing balance).

Incorporating these strategies would be part of land use decisions, the prerogative of local government. TDM programs could be required by local jurisdictions for any large commercial or office project and could be tied to incentives of some sort to encourage the development of such programs.

3.7 Land Use

The SR-108 corridor is an east-west route beginning at I-5 near Crows Landing in Stanislaus County and ending at US-395 at Sonora Junction in Mono County. The highway traverses east-west through the San Joaquin Valley and extends easterly across the Sierra Nevada Mountain Range. The route serves the cities of Modesto, Riverbank, Oakdale, and Sonora. It also serves the unincorporated communities of Jamestown, East Sonora, Twain Harte, Sugarpine, Mi-Wuk Village, Sierra Village, Pinecrest, and Strawberry. It provides access to numerous Mother Lode recreational areas, such as Yosemite National Park, New Melones Lake, Lake Don Pedro, Pinecrest Lake, and Dodge Ridge. In Tuolumne County, the route serves recreational, forestry, agricultural, trucking, and commuter traffic. SR-108 serves as a main street in several Sierra Nevada communities, including Confidence, Sugar Pine, Mi-Wuk Village, Sierra Village, Strawberry, and portions of East Sonora. Phase 1 of the East Sonora Bypass was opened in 2004, bypassing much of the East Sonora area.

According to the 2007 TCTC Regional Transportation Plan (RTP), the Tuolumne County regional population is expected to add 26,000 people by 2030, an increase of 46-percent. Proposed residential and commercial development at Jamestown and the City of Sonora with proximities of SR-49 and SR-108 will be major attractors along this corridor. The following are proposed residential and commercial developments along SR-108:

1. *Fifth Avenue-Jamestown Sloan* (Tuo SR-49/SR-108 P.M. 15.03). This proposal is to develop 66 units located east of Fifth Avenue south of SR-49/SR-108. This project addresses improvements along the SR-49/SR-108 corridor that includes widening and signalization that will improve traffic operations.

2. *Viglienzoni Jamestown Subdivision/Lemke* (Tuo SR-49 P.M. 15.90). This proposal is for 130 single-family residential lots and 71 town home lots. This project is located near the above project and the one below (Fifth Avenue/Jamestown and Dry Creek). Along with other approved and pending projects within Jamestown, this development will have significant traffic impacts to the mainline, SR-49/SR-108, SR-49/SR-108 East Main Street, SR-49/SR-108 Rawhide Road, SR-49/SR-108 Jamestown Road and SR-49/SR-108 Fifth Avenue intersections.

3. *Dry Creek Subdivision* (Tuo SR-49/SR-108 P.M. 15.97). This proposal is to develop 256 residential units, a two-story commercial building, and three apartment units. This project is located north of Golf Link Road, east of Jamestown. The developer will install a traffic light at Chabroullian Lane and SR-108 to address transportation impacts. Also, see above comments (#2).

4. *Mountain Springs Community Plan* (Tuo SR-108-P.M. 00.95) includes 897 residential units, a village center containing hotel lodging with up to 154 rooms, office and related commercial uses, and community open space and parks. The project site is located two-miles south of the City of Sonora off of SR-108. Caltrans expects that there will be an average of 10 vehicle trips per day for each dwelling.

5. *Tuolumne County Law and Justice Center* (Tuo SR-108-P.M. 1.50). This proposal is to develop a Law and Justice Center in several phases, over a 20+ year time period at the intersection of Old Wards Ferry Road and SR-108/Sonora Bypass. The center will feature multiple buildings designed to be expanded to a total of 350,000-square feet of gross floor area of office space and other facilities.

6. *Wal-Mart expansion* (Tuo SR-108-P.M. 2.03) includes the addition of approximately 27,491-square feet. This project is located in the Sonora Crossroads Center at the northeast corner of SR-108 and Old Wards Ferry Road.

7. *Black Oak Casino* (Tuo SR-108-P.M. 2.50) existing project consists of gaming/entertainment areas, retail shopping, a bowling alley, and restaurants. The casino is located on the Tuolumne Indian Reservation, north of Tuolumne City. This project has increased traffic volumes on SR-108 with an estimated 6,800 average daily trips.

8. *Peaceful Oaks* (Tuo SR-108-P.M. 4.32) proposes to create 306 residential lots that would ultimately accommodate up to 431 residential units, approximately 183-acres of open space. This project is located on the east side of Standard Road, between Tuolumne Road and SR-108 east of the City of Sonora.

9. *Soulsbyville/SR-108 Commercial Center* (Tuo SR-108-P.M. 7.50) proposed development of a Longs drugstore, mini-mart, service station, car wash, and fast food/retail drive-thru. This proposal is located approximately 500-feet northwest of the intersection of SR-108 and Soulsbyville Road in Sonora.

10. *Jenness Park expansion project* (Tuo SR-108-P.M. 27.00). The project includes three 2-story dormitories, one administration office building, 30 single room cabins, multi-purpose building, one

pole barn, dining hall addition and one new dining hall. Access to this project site starts at the intersection of SR-108 and U.S. Forest Service Road.

11. *Yosemite Grand National Golf and Wetland Preserve* (Tuo SR-108/SR-120 P.M. 12.07). This project proposes to build a visitor center, a 120 room hotel and resort, 300 vacation ownership condominiums, an 18-hole golf course, 50 lots for single-family detached homes, and 20 low-income apartments. This project is located at the intersection of SR-108/SR-120. Signal warrants and traffic impacts are being analyzed on SR-108/SR-120 intersection.

3.8 Blueprint

A Regional Blueprint planning effort is currently being conducted by the TCTC. The Regional Blueprint planning effort will be used to provide a tool to study preferred land use growth alternatives. Scenario planning will enable public officials, stakeholders and other general public to more realistically evaluate future land use patterns and their potential impacts on the region's transportation system, housing, supply, jobs-housing proximity and balance, environment, and natural resources. The intended result of the Regional Blueprint planning effort is to improve mobility, help reduce the amount of vehicle miles traveled, enable more walking, bicycling and transit use, increase housing affordability and choices, protect natural and environmental resources, improve resource conservation, improve quality of life, provide for public and stakeholder engagement, and more efficiently utilize public infrastructure.

3.9 Environmental Scan

The National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) and other related federal and state environmental laws and regulations require environmental studies and public participation for all projects for which a public agency has a discretionary action. Resources and issues requiring environmental study may include historical structures, protected animals and plants, social and economic impacts, wildlife refuges and public parks, archaeological sites, hazardous waste, paleontological sites, air and water quality, and noise.

Appropriate environmental studies would need to be conducted whenever any of the CMSP improvements proposed are implemented if state or federal funding is involved. Project-level analysis may be required and depending on the funding source, may involve compliance with the NEPA and/or CEQA.

Projects that may potentially cause an increase in traffic may require air quality and noise impact studies to determine if effects of increased traffic would cause a significant reduction of air quality and/or substantial increase in noise level. Hazardous waste studies may be indicated if the project area would include gas stations or other businesses that use or generate potential hazardous waste.

Given the rich history of the *City of Sonora* and communities along the Corridor, structures should be evaluated to determine their historic value. Consideration should be given to effects on the communities, including residential and business properties, public parks, and schools.

A scan of potential environmental impacts has been completed along the Corridor. The scan reveals that the Corridor traverses 100-year flood plains at creeks. There are low to moderate degrees of impacts due to leaking underground tanks. There are low to high degrees of impacts to wetlands and special status species, and there are moderate to high degrees of impacts to cultural resources and possible hazardous waste from aerial deposited lead, heavy metals, lead, and natural occurring asbestos. Tuolumne County is in non-attainment for 8-hour ozone, unclassified/attainment for particulate matter, and unclassified/attainment for carbon monoxide. See Table 3.9 for further details on the environmental scan.

TABLE 3.9: Environmental Scan

Seg	Post Mile	Description	Flood Plains	Wetlands	Special Status Species	Cultural Resources	Leaking Underground Tanks	Possible Hazardous Waste	Air Quality		
									Ozone	Particulate Matter	Carbon Monoxide
1	R0.00 to T6.96	SR-120/108 from the Stanislaus County Line to .25 miles west of Green Springs Road (4-lane expressway to beginning 2-lane expressway)	100 year @ creeks	High	High	High	Low	Mod/High Lead/NOA	8 hr non-attain	STA non-attain TUO unclass/ attain	Unclass/ Attainment
	T6.96 to 12.07	SR-120/108 .25 miles west of Green Springs Road (2-lane expressway to Yosemite Junction)	100 year @ creeks	High	High	High	Low/ Med	Mod/High Lead/NOA	8 hr non-attain	STA non-attain TUO unclass/attain	Unclass/ Attainment
	L0.00 to L2.81	East Jct. SR-120/Yosemite Jct. to West Jct. SR-49	n/a	Mod/ High	Moderate	High	Low	Moderate ADL, heavy metals, and NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
2	11.58 to 16.48	SR-49/108 South Jct. SR-108 to East Jct. SR-108	100 year @ creeks	High	Mod/ High	Moderate	Low/ Med	Mod/High Lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
3	R0.00 to R2.27	SR-108 to Mono Way	n/a	Mod/ High	Moderate	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
4	R2.27 to T4.60	Mono Way to Peaceful Oak/Standard Roads	n/a	Mod/ Low	Moderate	High	Low/ Mod	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
5	T4.60 to 5.87	Peaceful Oak/Standard Roads to .13-miles east ofVia Este	n/a	Mod/ Low	Moderate	High	Low/ Mod	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
6	05.87 to 6.70	.13-miles east of Via Este to .04-miles east of Draper Mine Road	n/a	Mod/ Low	Low	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
7	06.70 to R9.58	.04-miles east of Draper Mine Road to West Twain Harte Drive	n/a	Mod/ Low	Low	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
8	R9.58 to T12.17	West Twain Harte Drive to .42-miles east of EastTwain Harte Drive/Tuolumne Road North	n/a	Mod/ Low	Low	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
9	T12.17 to 15.17	.42-miles east of East Twain Harte Drive/Tuolumne Road North to Chief Fuller Road	n/a	Mod/ Low	Low	High	Low/ Mod	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
10	15.17 to R16.06	Chief Fuller Road to .02-miles west of Lyons Dam Road	n/a	Low	Low	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
11	R16.06 to R19.03	.02-miles west of Lyons Dam Road to East Long Barn Road Connection	n/a	Low	Mod/ Low	Moderate	Low/ Mod	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
12	R19.03 to R21.57	East Long Barn Road Connection to Stoddard Springs Road	n/a	Moderate	Mod/ Low	Moderate	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
13	R21.57 to 30.16	Stoddard Springs Road to Pinecrest Lake Road	n/a	Mod/ Low	Moderate	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
14	30.16 to 31.93	Pinecrest Lake Road to East Connection Old Strawberry Road	n/a	Mod/ Low	Mod/ Low	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
15	31.93 to 37.40	E. Connection Old Strawberry Road to Closure Gate #1	n/a	Moderate	Moderate	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
16	37.40 to 46.40	Closure Gate #1 to Donnell Rest Area	n/a	Moderate	Moderate	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
17	46.40 to 57.90	Donnell Rest Area to Kennedy Meadows	n/a	Moderate	Moderate	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment
18	57.90 to 66.92	Kennedy Meadows to Sonora Pass/Mono County Line	n/a	Moderate	Moderate	High	Low	Moderate lead/NOA	8 hr non-attain	Unclass/ Attain	Unclass/ Attainment

3.10 CSMP Transportation Network

The CSMP transportation network includes all modes of transportation. The network includes the State highway system, major arterials and parallel roads, rail and transit, park-and-ride lots, and bike routes. Figure 3.10 and Table 3.10 illustrate the transportation network that serves the SR-108 corridor.

FIGURE 3.10: CSMP Transportation Network Map

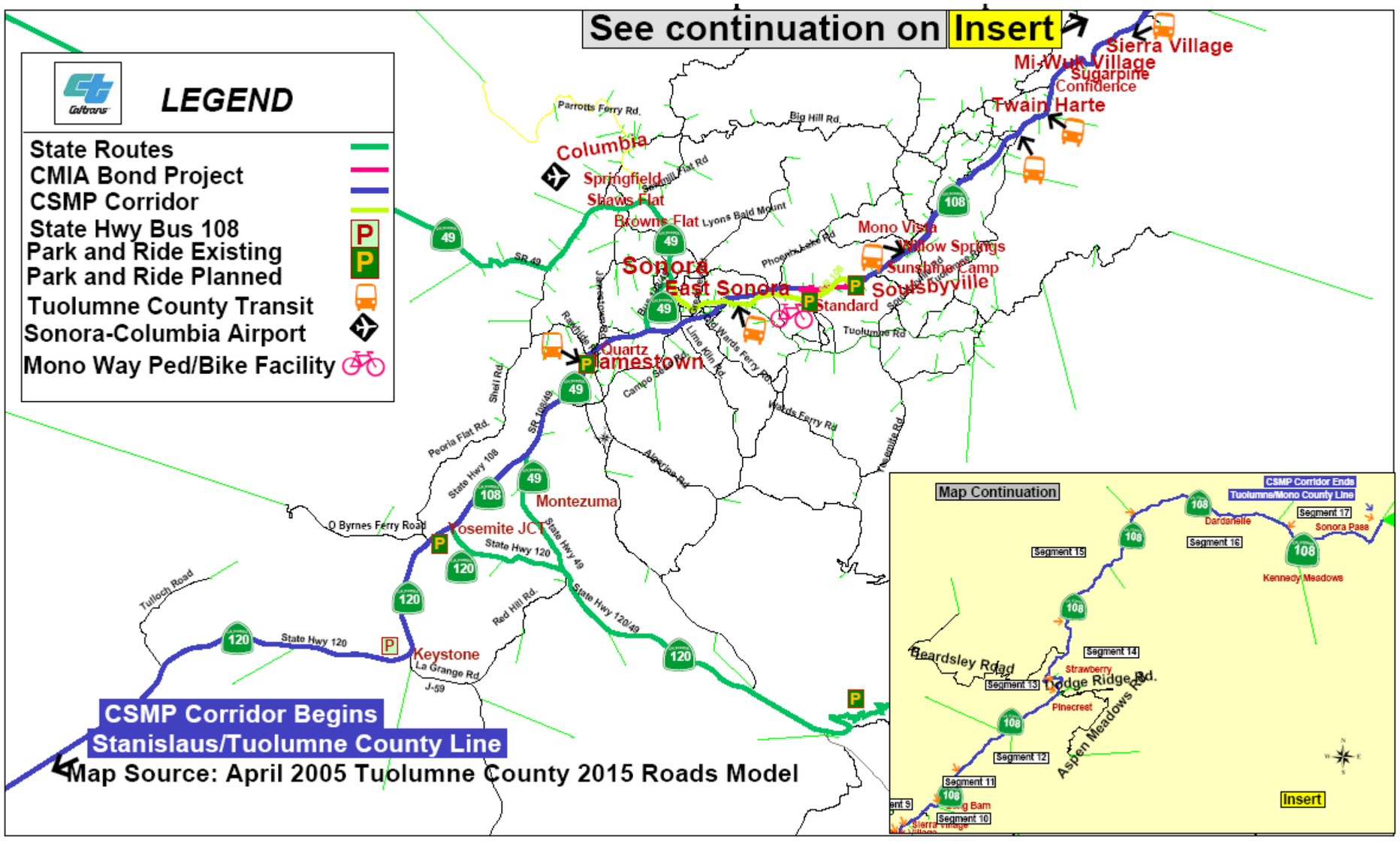


TABLE 3.10: CSMP Transportation Network

Seg	STATE ROUTE 108 (TUOLUMNE COUNTY)					MAJOR PARALLEL ARTERIAL ROADS			Transit Bus			Park and Ride Lots	Bike Routes	
	State Route	FROM (Description/PM)	TO (Description/PM)	No. Lanes/ Facility Type	Bike Access	Roadway	From	To	Operator/Service From To Operator/Service	From	To	Post mile	From	To
1	120/ 108	From the Stanislaus County Line to .25 miles west of Green Springs Road 4-lane expressway	.25 miles west of Green Springs Road Beginning 2-lane expressway	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	120/ 108	From .25 miles west of Green Springs Road Beginning 2-lane expressway	Yosemite Junction	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	108	East Jct. SR-120 (PM L0.00)	West Jct. SR-49 (PM L2.81)	2E	Yes	n/a	n/a	n/a	n/a	n/a	n/a	Keystone/Near Junction SR-120 and Hwy J-59 (La Grange Road) *Proposed Only* Yosemite Junction/Junction of SR-120 and SR-108 *Proposed Only*	n/a	n/a
2	49/ 108	South Jct. SR-108	East Jct. SR-108	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3	108	East Jct. SR-49 (PM R0.00)	Mono Way (PM R2.27)	2C	Yes	High School Road Harvard Mine Road Bell Mooney Rd./Campo Seco Rd./ Lime Kiln Rd. Shaws Flat Jamestown Rd./Wigwam Rd. SR-49 to Old SR-108/Mono Way	Just west of Jamestown	East Sonora	Tuolumne County Transit Line 1 Tuolumne County Transit Line 3	Tuolumne Road Jamestown	Sonora Sonora	Jamestown/Near SR-49 in Jamestown *Proposed Only*	n/a	n/a
4	108	Mono Way (PM R2.27)	Peaceful Oak/Standard Roads (PM T4.60)	2E	Yes	Mono Way Tuolumne Road, Bergel Road, Phoenix Lake Road	East Sonora	Twain Harte	Tuolumne County Transit Line 2	Tuolumne Road	Soulsbyville Road	n/a	Edgemont Acres Road	Standard Road
5	108	Peaceful Oak/Standard Roads (PM T4.60)	.13-miles east of Via Este (PM 05.87)	2E	Yes	Jenness Road	½-mile east of Standard	East of Standard	n/a	n/a	n/a	East Sonora/Near SR-108 from Standard Road to Via Este in East Sonora Area *Proposed Only*	n/a	n/a
6	108	.13 miles East of Via Este (PM 05.87)	East of Draper Mine Rd. (PM 06.70)	2C	Yes	n/a	n/a	n/a	n/a	n/a	n/a	East Sonora/Near SR-108 from Via Este to Sunshine Road in the East Sonora Area *Proposed Only*	n/a	n/a
7	108	East of Draper Mine Road (PM 06.70)	West Twain Harte Drive (PM R9.58)	4E	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
8	108	West Twain Harte Drive (PM R9.58)	.42-miles east of East Twain Harte Drive/ Tuolumne Road North (PM T12.17)	2E	Yes	Twain Harte Drive, Tuolumne Road North	Cedar Ridge	Twain Harte	Tuolumne County Transit Line 2	Twain Harte Road/ Tuolumne Road North	Sierra Village	n/a	n/a	n/a
9	108	.42-miles east of East Twain Harte Drive/ Tuolumne Road North (PM T12.17)	Chief Fuller Road (PM 15.17)	2E	Yes	Sugarpine Road, Chief Fuller Way	Sugarpine	Mi-Wuk Village	n/a	n/a	n/a	n/a	n/a	n/a
10	108	Chief Fuller Road (PM 15.17)	.02-miles west of Lyons Dam Road (PM 16.06)	2C	Yes	Long Barn Sugar Pine Road	Mi-Wuk Village	Long Barn	n/a	n/a	n/a	n/a	n/a	n/a
11	108	.02-miles west of Lyons Dam Road (PM R16.06)	East Long Bard Road Connection (PM R19.03)	2E	Yes	Long Barn Road	Long Barn	Long Barn	n/a	n/a	n/a	n/a	n/a	n/a
12	108	East Long Bard Road Connection (PM R19.03)	Stoddard Springs Road (PM R21.57)	4E	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
13	108	Stoddard Springs Road (PM R21.57)	Pinecrest Lake Road (PM 30.16)	2C	Yes	Mono Road/Old Mono Road, Old Strawberry Ronad, Crabtree Road	Cold Springs	Cold Springs/ Pinecrest	n/a	n/a	n/a	n/a	n/a	n/a
14	108	Pinecrest Lake Road (PM 30.16)	East Connection Old Strawberry Road (PM 31.93)	2C	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
15	108	East Connection Old Strawberry Road (PM 31.93)	Closure Gate #1 (PM 37.40)	2C	Yes	Cow Creek Road	Cow Creek	Cow Creek	n/a	n/a	n/a	n/a	n/a	n/a
16	108	Closure Gate #1 (PM 37.40)	Donnell Rest Area (PM 46.40)	2C	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
17	108	Donnell Rest Area (PM 46.40)	Kennedy Meadows (PM 57.90)	2C	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
18	108	Kennedy Meadows (PM 57.90)	Sonora Pass/Mono County Line (PM 66.92)	2C	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

3.10.1 State Highway System

Within the CSMP corridor, SR-108 begins at the Stanislaus County line in the west and ends at the Mono County line in the east. SR-108 is concurrent with SR-120, with SR-120 as the predominant route from the Stanislaus County line to the SR-120 Yosemite Junction. The route is also concurrent with SR-49, with SR-49 as the predominant route from Yosemite Junction to Sonora. In 2006, traffic volumes on SR-108 ranged from 670 to 23,100 with the highest volumes from Mono Way to Peaceful Oak/Standard Roads.

3.10.2 Major Parallel Roads

The only major parallel facility along the corridor is old highway SR-108 from Mono Way to Peaceful Oak/Standard Roads. The CSMP development team did identify other local roads that serve the SR-108 Corridor. Although not all of these roads provide direct access on and off SR-108, they have been identified as alternate routing for congestion and incident management. Table 3.10.2 describes the parallel facilities along the corridor and provides the existing annual daily traffic and level of service (LOS).

TABLE 3.10.2: Major Parallel Roads

SR-108 From	To	Parallel Road	From	To	AADT	LOS	Year of Data
SR-120/108 PM T6.96-12.07	**SR-120/108** PM 12.07	La Grange Road	State Route (SR) 120 PM 8.19	Red Hill Road	2,963	A	2006
		Red Hill Road	La Grange Road	SR-49/120 PM R8.77	TBD	TBD	TBD
		SR-120	SR-49 PM 15.63	SR-120/108 PM 12.07	TBD	TBD	TBD
		O'Byrnes Ferry Road	SR-120 PM 11.37	SR-4 PM R8.14	4,231	A	2004
SR-49/108 PM 11.58	**SR-49/108** PM 16.48	Harvard Mine Road	SR-49/108 PM 13.40	SR-49/108 PM 14.23	TBD	TBD	TBD
		Main Street	SR-49/108 PM 14.34	Donovan Street	2,334	A	2005
		Donovan Street	Main Street	Seco Street	TBD	TBD	TBD
		Seco Street	Donovan Street	Camp Seco Road	2,560	B	2003
		Campo Seco Road	Seco Street	Lime Kiln Road	1,490	B	2007
		Lime Kiln Road	Campo Seco Road	SR-108 PM R0.91	TBD	TBD	TBD
		Main Street	SR-49/108 PM 14.34	SR-49/108 PM 14.81	TBD	TBD	TBD
		Jamestown Road	SR-49/108 PM 14.81	Golf Links Road	2,703	A	2006
		Golf Links Road	Jamestown Road	SR-49/108 PM 15.98	499	A	2003
East Jct. SR-49 PM R0.00	Mono Way PM R2.27	Old SR (Bus) 108	East Jct. SR-108 PM R0.00 /SR 49 PM 16.48	Mono Way and SR-108 PM T2.26	TBD	TBD	TBD
		Mono Way	SR-108 PM T2.26	Standard/Peaceful Oaks and SR-108 PM T4.6	12,220	TBD	2005
Mono Way PM R2.27	Peaceful Oak/ Standard Roads PM T4.60	Mono Way	SR-108 PM T2.26	Standard/Peaceful Oaks and SR-108 PM T4.6	TBD	TBD	TBD
East of Draper Mine Road PM 06.70	West Twain Harte Drive PM R9.58	South Mono Vista Road	SR-108 PM 6.86	Soulsbyville Rd. at SR 108 PM 7.51	TBD	TBD	TBD
		Soulsbyville Road	Soulsbyville Road at SR-108 PM 7.51	Tuolumne Road North	2,402	A	2002
		North Sunshine Road	SR-108 PM 6.86	Longeway Road	2,079	TBD	2001
		Longeway Road	North Sunshine Road	Hunts Road	8,386	TBD	2001
		Hunts Road	Longeway Road	West Twain Harte Drive/ Plainview Road	1,312	TBD	2002

TABLE 3.10.2: Major Parallel Roads (continued)							
SR-108 From	**To**	**Parallel Road**	**From**	**To**	**AADT**	**LOS**	**Year of Data**
West Twain Harte Drive PM R9.58	.42-miles east of East Twain Harte Drive/ Tuolumne Road North PM T12.17	West Twain Harte Drive	Hunts Road	SR-108 PM R9.58	2,913	TBD	2003
		West Twain Harte Drive	SR-108 PM R9.58	East Twain Hart Drive/ Tuolumne Road north at SR-108 PM R11.75	5,893	TBD	2002
.42-miles east of East Twain Harte Drive/ Tuolumne Road North PM T12.17	Chief Fuller Road PM 15.17	n/a	n/a	n/a	n/a	n/a	n/a
Chief Fuller Road PM 15.17	.02-miles west of Lyons Dam Road PM R16.06	n/a	n/a	n/a	n/a	n/a	n/a
.02 miles west of Lyons Dam Road PM R16.06	East Long Bard Road Connection PM R19.03	n/a	n/a	n/a	n/a	n/a	n/a
East Long Barn Road Connection PM R19.03	Stoddard Springs Road PM R21.57	West Long Barn Road	SR-108 PM R17.70	SR-108 PM R19.03 East Long Barn Connector	TBD	TBD	TBD
Stoddard Springs Road PM R21.57	Pinecrest Lake Road PM 30.16	Mono Road	SR-108 PM 26.95	SR-108 PM 27.06 Old Mono Road	TBD	TBD	TBD
Pinecrest Lake Road PM 30.16	East Connection Old Strawberry Road PM 31.93	n/a	n/a	n/a	n/a	n/a	n/a
East Connection Old Strawberry Road PM 31.93	Closure Gate #1 PM 37.40	Old Strawberry Road	SR-108 PM 28.0	SR-108 PM 31.48	438	TBD	2003
		Cow Creek Road (Summer Only)	SR-108 PM 35.86	SR-108 PM 36.55	TBD	TBD	TBD
Closure Gate #1 PM 37.40	Donnell Rest Area PM 46.40	n/a	n/a	n/a	n/a	n/a	n/a
Donnell Rest Area PM 46.40	Kennedy Meadows PM 57.90	n/a	n/a	n/a	n/a	n/a	n/a
Kennedy Meadows PM 57.90	Sonora Pass/ Mono County Line PM 66.92	n/a	n/a	n/a	n/a	n/a	n/a

3.10.3 SR-108 CSMP Transportation Network Transit, Rideshare, Park and Ride, and Bicycle Routes and Trails

3.10.3.1 Transit

Tuolumne County Transit currently has four transit routes that travel SR-108 to serve the communities of Sierra Village, Twain Harte, Sonora, Columbia, and Jamestown. Tuolumne County Transit Service currently has four fixed route service routes that offer regular weekday service between Sonora, Jamestown, Columbia, Twain Harte, and Sierra Village. Buses operate Monday through Friday between 6:00 a.m. and 9:00 p.m. Bus Route-4 offers a flex-route service that allows the bus to deviate off the route to pick up passengers who have made prior reservations. Dial-A-Ride offers curbside pick-up and drop-off service to disabled persons with and without Americans with Disabilities Act (ADA) of 1990 Certification and to persons who are 55 years of age and older. Saturday service is available between the hours of 9:00 a.m. and 4:00 p.m. to the general public within Sonora, Jamestown, Columbia, Twain Harte, Soulsbyville, and Standard areas. Saturday service is provided through a curb-to-curb Dial-A-Ride service, requiring advance reservations. Please refer to Table 3.10.3.1 for additional data regarding transit service on SR-108.

TABLE 3.10.3.1: CSMP Transportation Network – Transit

BUS ROUTES AND STOPS TRANSIT THAT SERVES TUOLUMNE COUNTY STATE ROUTE 108 ONLY								
CSMP BUS ROUTES AND STOPS	**FROM**	**TO**	**OPERATOR/ SERVICE**	**FROM** (Stops)	**TO** (Stops)	**Travel Times**	**Frequency of Service**	**Future Expansion of Service**
1 PM L0.00 to L2.81	SR-120/108 4-lane Expressway	SR-120/108 Beginning 2-lane expressway	n/a	n/a	n/a	n/a	n/a	n/a
	SR-120/108 Beginning 2-lane expressway	East Jct. SR-120/108 Yosemite Junction	n/a	n/a	n/a	n/a	n/a	n/a
	East Jct. SR-120/108 Yosemite Junction	West Jct. SR-49/108	Tuolumne County Transit (Route 3 Jamestown-Sonora-Columbia)	Victoria Way	Main Street	6:31 a.m. – 6:20 p.m.	Approximately every 30-90 minutes	None
2 PM 11.58 to 16.48	SR-49/108 South Jct. SR-108	East Jct. SR-49/SR-108	n/a	n/a	n/a	n/a	n/a	n/a
3 PM R0.00 to R2.27	SR-108	Mono Way	Tuolumne County Transit (Route 3 Jamestown-Sonora-Columbia)	Jamestown Road	East Jct. SR-49 (PM 16.48)	6:23 a.m. – 6:28 p.m.	Approximately every 30-90 minutes	None
4 PM R2.27 to T4.60	Mono Way	Peaceful Oak/Standard Roads	n/a	n/a	n/a	n/a	n/a	n/a
5 PM T4.60 to 5.87	Peaceful Oak/Standard Roads	.13-miles east of Via Este	Tuolumne County Transit (Route 2 Sierra Village – Sonora-Columbia) (Route 4 Tuolumne – East Sonora-Twain Harte)	Peaceful Oak/Standard Roads (PM 4.6)	Soulsbyville Road (PM 7.51)	7:40 a.m. – 7:40 p.m.	Approximately every 30-90 minutes	None
6 PM 05.87 to 6.70	.13-miles east of Via Este	East of Draper Mine Road	Tuolumne County Transit (Route 2 Sierra Village – Sonora-Columbia) (Route 4 Tuolumne – East Sonora-Twain Harte)	Peaceful Oak/Standard Roads (PM 4.6)	Soulsbyville Road (PM 7.51)	7:40 a.m. – 7:40 p.m.	Approximately every 30-90 minutes	None
7 PM 06.70 to R9.58	East of Draper Mine Road	West Twain Harte Drive	n/a	n/a	n/a	n/a	n/a	n/a
8 PM R9.58 to T12.17	West Twain Harte Drive	.42-miles east of East Twain Harte Drive/Tuolumne Road North	n/a	n/a	n/a	n/a	n/a	n/a
9 PM T12.17 to 15.17	.42-miles east of East Twain Harte Drive/Tuolumne Road North	Chief Fuller Road	Tuolumne County Transit (Route 2 Sierra Village – Sonora-Columbia)	Twain Harte Road/ Tuolumne Road North	Sierra Village	6:28 a.m. – 6:32 p.m.	Approximately every 30-90 minutes	None
10 PM 15.17 to R16.06	Chief Fuller Road	.02-miles west of Lyons Dam Road	n/a	n/a	n/a	n/a	n/a	n/a
11 PM R16.06 to R19.03	.02-miles west of Lyons Dam Road	East Long Bard Road Connection	n/a	n/a	n/a	n/a	n/a	n/a
12 PM R19.03 to R21.57	East Long Bard Road Connection	Stoddard Springs Road	n/a	n/a	n/a	n/a	n/a	n/a
13 PM R21.57 to 30.16	Stoddard Springs Road	Pinecrest Lake Road	n/a	n/a	n/a	n/a	n/a	n/a
14 PM 30.16 to 31.93	Pinecrest Lake Road	East Connection Old Strawberry Road	n/a	n/a	n/a	n/a	n/a	n/a
15 PM 31.93 to 37.40	East Connection Old Strawberry Road	Closure Gate #1	n/a	n/a	n/a	n/a	n/a	n/a
16 PM 37.40 to 46.40	Closure Gate #1	Donnell Rest Area	n/a	n/a	n/a	n/a	n/a	n/a
17 PM 46.40 to 57.90	Donnell Rest Area	Kennedy Meadows	n/a	n/a	n/a	n/a	n/a	n/a
18 PM 57.90 to 66.92	Kennedy Meadows	Sonora Pass/ Mono County Line	n/a	n/a	n/a	n/a	n/a	n/a

3.10.3.2 Rideshare

Foothill Commuter Services, which serves the counties of Tuolumne, Calaveras, and Amador, provides a web site and rideshare, van pool, and transit database. This service is linked with the San Joaquin Council of Governments (SJCOG) Commute Connection expanding rideshare information to San Joaquin County, Sacramento, and the San Francisco/San Jose Bay Area. Approximately 120 Tuolumne County rideshare participants traverse SR-108 on a daily (Monday to Friday) basis during regular (8:00 a.m. to 5:00 p.m.) work hours. Of these 120 participants, approximately 75-percent travel over 60 miles to and from work, most of these traveling to and from jobs in the San Joaquin Valley.

3.10.3.3 Park-and-Ride

The only existing official park-and-ride lot in Tuolumne County is located on SR-120 in Groveland. The Caltrans District 10 Park-and-Ride Plan has identified five locations as potential park-and-rides lots in close proximity to SR-108. They are located at SR-120 and La Grange Road, the west junction of SR-120 and SR-108, near SR-49 in Jamestown, near SR-108 from Standard Road to Via Este in East Sonora, and SR-108 from Via Este to Sunshine Road in East Sonora. Refer to Table 3.10.3.3 for further information regarding planned park-and-ride projects along the corridor.

TABLE 3.10.3.3: Park-and-Ride Planned Projects

Post Mile	Location	Description
08.19	Near Junction SR-120 and J-59 (Keystone)	Park-and-Ride Lot
12.08	Junction of SR-120 and SR-108 (Yosemite Junction)	Park-and-Ride Lot
14.34	Near SR-49 in Jamestown	Park-and-Ride Lot
04.33-05.87	Near SR-108 from Standard Road to Via Este in the East Sonora Area	Park-and-Ride Lot
05.87-06.86	Near SR-108 from Via Este to Sunshine road in the East Sonora Area	Park-and-Ride Lot

3.10.3.4 Bicycle/Pedestrian Routes and Trails

In Tuolumne County, there are limited non-motorized facilities due in part to funding, but also because of terrain and weather-related conditions. The county has many areas with steep terrain. Also, snow is a concern above elevation of 3,000-feet. These factors discourage bicycle usage in the county.

There are currently no bicycle facilities on SR-108 along the CSMP Corridor. There is a pedestrian/bike facility under construction along old SR-108 from Edgemont Acres Road to Standard Road that serves as a parallel facility to the new CMIA Bond project.

In 2004, TCTC, Tuolumne County, and the City of Sonora approved the Tuolumne County Bikeways and Trails Plan. The Tuolumne County Bikeways and Trails Plan identifies the following plans to provide Class I and II bike, pedestrian, and equestrians facilities:

1. Utilize the Sugar Pine Railway from Twain Harte to the vicinity of Tuolumne as a bicycle, pedestrian and equestrian path.

2. Utilize the Sierra Railway from Tuolumne to Standard as a bicycle, pedestrian, and equestrian path.

3. Provide better bicycle, pedestrian, and possibly equestrian facilities along the Highway 108 corridor in East Sonora.

4. Construct a trail from Jamestown utilizing SR-49 and SR-108, the Sierra Railroad, or Woods Creek.

Class I bikeways provide a completely separated ROW for the exclusive use of bicycles and pedestrians with cross-flow by motorists minimized. Class II bikeways provide a striped lane for one-way bike travel on a street or highway. Class III bikeways provide for shared use with pedestrian or motor vehicle traffic. Tables 3.10.3.4a and 3.10.3.4b (below) list the programmed and planned projects along the corridor.

TABLE 3.10.3.4a: SR-108 CSMP Bicycle Routes and Trails Programmed Project

Primary Funding Source	RTP Y/N Tier I Tier II	EA/RTP MPO ID	Post Mile	Location	Description	Total Cost ($1,000)	Begin Const.
State Transportation Improvement Program (STIP) Construction IIP, TE	Tier IB	0L600	03.50-04.20	In Tuolumne County near Sonora From Edgemont Acres Road to Standard Road	Construct Bikeway	$1,036	2008

TABLE 3.10.3.4b: SR-108 CSMP Bicycle Routes and Trails Planned Projects

Primary Funding Source	RTP Y/N Tier I Tier II	EA/RTP MPO ID	Post Mile	Location	Description	Total Cost ($1,000)	Begin Const.
BTA Local	Tier IB	TBD	TBD	Along Highway 108 in East Sonora	Provide Class I and II Bicycle, pedestrian and equestrian facilities	$10,686	2030
BTA Local	Tier IB	TBD	TBD	From Sonora to Jamestown utilizing portions of SR-49 and SR-108, the Sierra Railroad, or Woods Creek.	Construct Class I and II facility	$6,165	2030
BTA Local	Tier IB	TBD	TBD	Utilize the Sugar Pine Railway from Twain Harte to the vicinity of Tuolumne as a bicycle, pedestrian, and equestrian Class I path.	Provide Class I Bicycle, pedestrian and equestrian facilities	$7,161	2030

3.11 Goods Movement

State Route 108 serves the "farm-to-market" businesses and agricultural and commercial-related industries. Based on 2006 data, the segment with the highest truck activity was from SR-120 to SR-49. The truck traffic through this segment accounted for 7.6-percent of total average daily traffic (ADT), of the 1,000 trucks through this segment 490 were 5 axle trucks. With the increase in agricultural and commercial products destined for world markets, this trend will increase truck demand and goods movement on this corridor. SR-108 is identified as a terminal access route for the National Truck Network through all of Stanislaus County, and in Tuolumne County up to the community of Strawberry.

SECTION 4 CORRIDOR PERFORMANCE, MANAGEMENT, AND MAINTENANCE ASSESSMENT

The Corridor Performance, Management, and Maintenance Assessment is based on existing data from various sources and addresses corridor-wide performance measures, and identification of causes of delay on the SR-108 Corridor. The performance measures address several outcomes including mobility, reliability, safety, productivity, and preservation. Several measures are useful for each outcome, including:

- Mobility – Delay, Travel Time
- Reliability – Variation of Travel Time
- Safety – Accidents, Accident Rates
- Productivity – Lost Lane Miles
- Preservation – Number and Locations of Distressed Lane Miles

In general, delays on conventional highways or expressways are due to too much traffic on a 2-lane facility or due to signalization. Improvements can be addressed through operational improvements, and where appropriate, corridor completion strategies to bring the existing conventional highway facility to expressway standards.

4.0 Corridor Performance

4.0.1 Traffic Volumes

The 2006 Average Annual Daily Traffic (AADT) on SR-108 ranged from 23,100 at Mono Way to Peaceful Oaks/Standard Roads and 670 from Kennedy Meadows to the Sonora Pass/Mono County line; 2006 peak hour volumes range from 1,940 to 230. In 2015, AADT will range from 29,500 to 900; 2015 peak hour volumes will range from 2,480 to 270. In 2030, AADT will range from 40,200 to 1,090; 2030 peak hour volumes will range from 3,380 to 380.

4.0.2 Truck Volumes

In 2006, the SR-108 Corridor experienced the highest truck volumes of 1,500, including 650 5-plus axle trucks from the east junction of SR-49 to Mono Way. The 2006 truck volume peak hour percentage through this segment was 5.7-percent and truck volumes of total ADT represented 7.6-percent. Refer to Table 4.0.1 for further information regarding volumes on the corridor.

TABLE 4.0.1: Traffic Volumes

Seg	Route Post Mile	Description	2006 AADT	2015 AADT	2030 AADT	2006 Peak Hour Volume	2015 Peak Hour Volume	2030 Peak Hour Volume	Truck Volume (2005)	5+ Axle Truck Volume (2005)	Truck Volume Peak Hour %	Truck Volume % of Total ADT
1	SR-120/108 R0.00-T6.96	From the Stanislaus County Line to .25 miles west of Green Springs Road (4-lane expressway to beginning 2-lane expressway)	13,300	16,000	22,000	1,950	2,350	3,230	1,550	415	6.5	8.7
	SR-120/108 T6.96-12.07	From .25 miles west of Green Springs Road Right to Yosemite Junction (2-lane expressway to Yosemite Junction)	15,700	19,500	28,000	2,040	2,530	3,640	1,341	385	5.6	7.5
	SR-108 L0.00-L2.81	East Jct. SR-120 to West Jct. SR-49	13,200	17,470	27,615	1,100	1,450	2,290	1005	510	5.7	7.6
2	SR-49/108 11.58-16.48	South Jct. SR-108 to East Jct. SR-108	20,300	26,800	42,600	2,130	2,810	4,470	1,740	1,125	6.0	8.0
3	SR-108 R0.00-R2.27	East Jct. SR-49 to Mono Way	20,500	22,635	28,190	1,870	2,060	2,570	1,500	710	5.5	7.3
4	SR-108 R2.27-T4.60	Mono Way to Peaceful Oak/Standard Roads	23,100	29,500	40,200	1,940	2,480	3,380	1,155	520	3.8	5.0
5	SR-108 T4.60-05.87	Peaceful Oak/ Standard Roads to .13-miles east of Via Este	16,240	23,400	33,200	1,800	2,600	3,680	650	260	3.0	4.0
6	SR-108 05.87-06.70	.13-miles east of Via Este to .04-miles east of Draper Mine Road	14,600	17,400	22,380	1,550	1,840	2,380	510	210	2.6	3.5
7	SR-108 06.70-R9.58	.04-miles east of Draper Mine Road to West Twain Harte Drive	13,250	15,980	22,040	1,590	1,920	2,640	440	170	2.5	3.3
8	SR-108 R9.58-T12.17	West Twain Harte Drive to .42-miles east of East Twain Harte Drive/ Tuolumne Road North	9,675	11,850	16,705	1,160	1,420	2,000	340	125	2.6	3.5
9	SR-108 T12.17-15.17	.42-miles east of East Twain Harte Drive/ Tuolumne Road North to Chief Fuller Road	8,350	9,960	13,530	1,170	1,390	1,890	290	115	2.6	3.5
10	SR-108 15.17-R16.06	Chief Fuller Road to .02-miles west of Lyons Dam Road	7,100	8,595	11,960	750	900	1,260	285	105	3.0	4.0
11	SR-108 R16.06-R19.03	.02-miles west of Lyons Dam Road to East Long Barn Road Connection	5,050	5,945	7,920	680	800	1,070	190	70	2.9	3.8
12	SR-108 R19.03-R21.57	East Long Barn Road Connection to Stoddard Springs Road	5,125	6,155	8,460	900	1,080	1,480	185	60	2.7	3.6
13	SR-108 R21.57-30.16	Stoddard Springs Road to Pinecrest Lake Road	5,600	6,970	9,970	1,020	1,280	1,820	190	65	2.6	3.4
14	SR-108 30.16-31.93	Pinecrest Lake Road to East Connection Old Strawberry Road	4,250	5,115	7,115	930	1,310	1,820	130	45	2.3	3.0
15	SR-108 31.93-37.40	East Connection Old Strawberry Road to Closure Gate #1	2,375	2,845	2,920	950	1,140	1,170	70	30	2.3	3.0
16	SR-108 37.40-46.4	Closure Gate #1 to Donnell Rest Area	2,050	2,450	3,680	820	980	1,470	60	25	2.3	3.0
17	SR-108 46.4-57.90	Donnell Rest Area to Kennedy Meadows	1,210	1,490	2,120	390	480	680	35	15	2.1	2.8
18	SR-108 57.90-66.92	Kennedy Meadows to Sonora Pass/ Mono County Line	670	900	1,090	230	270	380	20	10	2.1	2.8

4.0.3 Level of Service

The concept LOS for the SR-108 CSMP Corridor is LOS 'C'. Based on 2006 data, 46.94 of the 69.73 corridor miles are operating at deficient LOS 'D' and 'E'. By 2015 an additional 3.89-miles will degrade to deficient LOS 'D' and 15.88-miles will degrade to deficient LOS 'F'. By 2030, an additional 3.64-miles will degrade for a total of 19.52-miles operating at deficient LOS 'F', from the east junction of SR-120 to Draper Mine Road. Table 4.0.3 provides LOS for the SR-108 corridor.

TABLE 4.0.3: Level of Service

Seg	Post Mile	Description	Existing Facility	Current LOS (2006)	LOS w/ Existing Facility (2015)	LOS w/ Existing Facility (2030)	Concept LOS	Concept Facility	LOS w/ Concept Facility Improve-ment (2030)
1	**SR-120/108** R0.00-06.96	From the Stanislaus County Line to .25 miles west of Green Springs Road (4-lane expressway to beginning 2-lane expressway)	4-E	B	B	C	C	4-lane expressway w/left turn lanes	B
	SR-120/108 T6.96-12.07	From .25 miles west of Green Springs Road to Yosemite Junction (2-lane expressway)	2-E	E	F	F	C	4-lane expressway w/left turn lanes	C
	SR-108 0.00-L2.81	East Jct. SR-120 to West Jct. SR-49	2-E	D	D	F	C	4-lane expressway/freeway	C
2	**SR-49/108** 11.58-16.48	South Jct. SR-108 to East. Jct. SR-108	2-C	E	F	F	C	4-lane expressway w/continuous left turn lane	C
3	**SR-108** R0.00-R2.27	East Jct. SR-49 to Mono Way	2-C	E	F	F	C	4-lane expressway/freeway	C
4	**SR-108** R2.27-T4.60	Mono Way to Peaceful Oak/Standard Roads	2-E	E	F	F+	C	4-lane freeway	A
5	**SR-108** T4.60-05.87	Peaceful Oak/Standard Roads to .13-miles east of Via Este	2-C (old alignment)	E	F w/out project	F+ w/out project	C	4-lane expressway/freeway	C
					D w/project	D w/project			
			2-E (w/new alignment)	E	F	F+			
6	**SR-108** 05.87-06.70	.13-miles east of Via Este to .04-miles east of Draper Mine Road	2-C	D	E	F	C	4-lane expressway/freeway	B
7	**SR-108** 06.70-R9.58	.04-miles east of Draper Mine Road to West Twain Harte Drive	2-E	B	B	C	C	4-lane expressway	C
8	**SR-108** R9.58-12.17	West Twain Harte Drive to .42-miles east of East Twain Harte Drive/Tuolumne Road North	2-E	D	D	E	C	4-lane expressway	B
9	**SR-108** T12.17-15.17	.42-miles east of East Twain Harte Drive/Tuolumne Road North to Chief Fuller Road	2-E	C	D	D	C	4-lane expressway	B
10	**SR-108** 15.17-16.06	Chief Fuller Road to .02-miles west of Lyons Dam Road	2-C	C	D	D	C	4-lane expressway	B
11	**SR-108** R16.06-19.03	.02-miles west of Lyons Dam Road to East Long Barn Road Connection	2-E	C	C	C	C	2-lane expressway w/passing lanes	C
12	**SR-108** R19.03-21.57	East Long Barn Road Connection to Stoddard Springs Road	4-E	A	A	B	C	4-lane expressway	B
13	**SR-108** R21.57-30.16	Stoddard Springs Road to Pinecrest Lake Road	2-C	D	D	E	C	2-lane conventional w/wider shoulders and passing lanes	*D
14	**SR-108** 30.16-31.93	Pinecrest Lake Road to East Connection Old Strawberry Road	2-C	D	D	E	C	2-lane conventional w/wider shoulders and passing lanes	*D
15	**SR-108** 31.93-37.40	East Connection Old Strawberry Road to Closure Gate #1	2-C	D	D	D	C	2-lane conventional w/wider shoulders and passing lanes	C
16	**SR-108** 37.40-46.40	Closure Gate #1 to Donnell Rest Area	2-C	D	D	D	C	2-lane conventional w/wider shoulders and passing lanes	C
17	**SR-108** 46.40-57.90	Donnell Rest Area to Kennedy Meadows	2-C	C	C	C	C	2-lane conventional w/wider shoulders and passing lanes	C
18	**SR-108** 57.90-66.92	Kennedy Meadows to Sonora Pass/Mono County Line	2-C	B	B	C	C	2-lane conventional w/wider shoulders and passing lanes	C

*4-lane expressway needed to meet Concept LOS 'C'. Due to environmental, ROW, and financial constraints the Concept Facility is a 2-lane conventional highway with wider shoulders and passing lanes.

4.0.4 Corridor Concept Facility

SR-108 is included in the IRRS between SR-120 at Yosemite Junction and U.S. Route 395. The concept LOS for IRRS routes is LOS 'C' in rural areas and 'D' in urban and developing areas. The concept LOS for SR-108 is LOS 'C'.

The concept facility needed to meet concept LOS 'C' over the next 20 years is:

- A 4-lane expressway with left turn lanes from the Stanislaus County/Tuolumne County line to Yosemite Junction/East Junction SR-120.
- A 4-lane expressway/freeway Yosemite Junction/East Junction. SR-120 to West Junction. SR-49/South Junction SR-108 (Montezuma Junction).
- A 4-lane expressway with continuous left turn lane West Junction SR-49/South Junction. SR-108 Montezuma Junction) to East Junction SR-49/East Junction SR-108.
- A 4-lane expressway/freeway East Junction. SR-49/East Junction SR-108 to Mono Way.
- A 4-lane freeway Mono Way to Peaceful Oak/Standard Roads.
- A 4-lane expressway/freeway Peaceful Oak/Standard Roads to Draper Mine Road.
- A 4-lane expressway Draper Mine Road to Lyons Dam Road
- A 2-lane expressway from Lyons Dam Road to East Long Barn Road.
- A 4-lane expressway from East Long Barn Road to Stoddard Springs Road.
- A 2-lane conventional highway with wider shoulders and passing lanes from Stoddard Springs Road to the Sonora Pass/Mono County line.

The SR-108 corridor concept facility is consistent with the 2006 TCTC RTP financially unconstrained project list, except from East Twain Harte Drive/Tuolumne Road North to .02 miles west of Lyons Dam Road. Due to environmental, right-of-way, and financial constraints, short-term interim improvements, including passing lanes, wider shoulders, left turn lanes, turn outs, and ITS strategies are low cost alternatives that can be used to achieve operational improvements where the concept facility identifies the need for 4-lanes.

Other strategies along the Corridor will include expansion of incident management, traveler information and traffic detection, and advanced traffic signals. It is also recommended that the local jurisdictions consider the connectivity of existing and construction of new frontage roads in future commercial and residential development along SR-108.

4.0.5 Ultimate Transportation Corridor (UTC)

Identification of the UTC ensures that adequate ROW will be preserved to accommodate facility improvement projects beyond 2030. The UTC for the SR-108 Corridor is the same as the concept facility and is consistent with the concept facility and UTC across the Stanislaus County/Tuolumne County and Tuolumne County/Mono County lines. The concept facility and UTC will be re-evaluated during the next update of the SR-108 CSMP and SR-108 Transportation Concept Report (TCR).

4.1 Corridor Collision and Incidents

Based on Traffic Accident Surveillance and Analysis System (TASAS) information from the 3-year period from January 1, 2004 through December 31, 2006, 16.27-miles of the 69.73-mile corridor are experiencing a higher than statewide average collision rate (per million vehicle miles traveled). The corridor experienced 397 collisions during this time period. Table 4.1, on page 26 provides additional data regarding traffic collisions on the corridor.

TABLE 4.1: Corridor Collision and Incidents

Seg	Route Post Mile	Description	Traffic Collision Rate (Per Million Vehicle Miles Traveled) TASAS Table B *Jan. 1, 2004 – Dec. 31, 2006*		
			Actual Total No. of Collisions	Accident Rate	Statewide Average Rate
1	**SR-120/108** R0.00-T6.96	Concurrent with SR-120 from the Stanislaus County Line to .25 miles west of Green Springs Road (4-lane expressway to beginning 2-lane expressway)	53	.61	.60
	SR-120/108 T6.96-12.07	Concurrent with SR-120 .25 miles west of Green Springs Road Right to Yosemite Junction (2-lane expressway to Yosemite Junction)	53	.61	.60
	SR-108 L0.00-L2.81	East Jct. SR-120 to West Jct. SR-49	30	.76	.60
2	**SR-49/108** 11.58-16.48	Concurrent with SR-49 from Montezuma Junction to East Junction SR-49/East Junction SR-108	157	1.44	1.15
3	**SR-108** R0.00-R2.27	East Jct. SR-49 to Mono Way	51	1.06	1.49
4	**SR-108** R2.27-T4.60	Mono Way to Peaceful Oak/Standard Roads	19	.40	1.28
5	**SR-108** T4.60-05.87	Peaceful Oak/Standard Roads to .13-miles east of Via Este	40	1.36	1.56
6	**SR-108** 05.87-06.70	.13-miles east of Via Este to .04-miles east of Draper Mine Road	22	1.43	1.27
7	**SR-108** 06.70-R9.58	.04-miles east of Draper Mine Road to West Twain Harte Drive	38	.97	.64
8	**SR-108** R9.58-T12.17	West Twain Harte Drive to .42-miles east of EastTwain Harte Drive/Tuolumne Road North	23	.97	1.08
9	**SR-108** T12.17-15.17	.42-miles east of East Twain Harte Drive/Tuolumne Road North to Chief Fuller Road	34	1.53	1.70
10	**SR-108** 15.17-R16.06	Chief Fuller Road to .02-miles west of Lyons Dam Road	10	.76	1.72
11	**SR-108** R16.06-R19.03	.02-miles west of Lyons Dam Road to East Long Barn Road connection	18	1.15	1.17
12	**SR-108** R19.03-R21.57	East Long Barn Road connection to Stoddard Springs Road	16	1.00	.54
13	**SR-108** R21.57-30.16	Stoddard Springs Road to Pinecrest Lake Road	46	1.13	1.29
14	**SR-108** 30.16-31.93	Pinecrest Lake Road to East Connection Old Strawberry Road	13	1.81	1.54
15	**SR-108** 31.93-37.40	East Connection Old Strawberry Road to Closure Gate #1	11	.85	1.83
16	**SR-108** 37.40-46.4	Closure Gate #1 to Donnell Rest Area	7	.36	1.85
17	**SR-108** 46.4-57.90	Donnell Rest Area to Kennedy Meadows	14	.99	1.98
18	**SR-108** 57.90-66.92	Kennedy Meadows to Sonora Pass/Mono County line	5	.89	2.36

4.2 Programmed and Planned Projects

The SR-108 CSMP includes improvements directly or indirectly impacting the proposed CSMP transportation network that are under development or in construction. Projects identified in the CSMP include programmed and planned capacity increasing, operational, and rehabilitation projects. These improvement projects are either fully or partially programmed (funded), planned (usually without specific funding sources).

4.2.1 Programmed Capacity Increasing Project

Currently, the only programmed capacity increasing project on the SR-108 Corridor is the CMIA funded capacity increasing project to widen SR-108 from 2-lane to 4-lane expressway on a new alignment. Table 4.2.1 lists the programmed capacity increasing project along the corridor.

TABLE 4.2.1: SR-108 CSMP Programmed Capacity Increasing Project

Primary Funding Source	RTP Y/N Tier I Tier II	EA/RTP MPO ID	Post Mile	Location	Description	Total Cost ($1,000)	Begin Const.
STIP Programmed PS&E/RW RIP, IIP, CMIA	Y Tier 1A	10-340421	R4.00-R6.00	Near Sonora from 0.50 PM west of Standard Road to Via Este	Construct Stage 2 of Sonora Bypass	$51,060	2010

4.2.2 Planned Capacity Increasing Projects

The following capacity increasing projects are currently identified in the 2007 Tuolumne County RTP: widen to a 4-lane expressway between SR-120 and existing 4-lane section on SR-120/SR-108, widen SR-108 between SR-120 and SR-49, widen SR-49/SR-108 to five lanes from Chicken Ranch Road to Main Street, widen SR-49/SR-108 to five lanes from Main Street to SR-49 junction south of Sonora, construct a new two or 4-lane expressway from High School Road to Rawhide Road north of Sonora, widen SR-108 to five lanes Rawhide Road to Fifth Avenue, construct one additional lane on northbound approach and two additional lanes on southbound approach on SR-108 at South Washington Street, construct new 2-lane arterial expressway bypassing existing SR-108 (East Sonora Bypass, Phase III), and construct an alternative two or 4-lane expressway on a new alignment between Twain Harte and Long Barn Road. Table 4.2.2 describes the planned capacity increasing projects along the corridor.

TABLE 4.2.2: SR-108 CSMP Planned Capacity Increasing Projects

Primary Funding Source	RTP Y/N Tier I Tier II	RTP MPO ID	Post Mile	Location	Description	Total Cost ($1,000)	Begin Const.
TBD	Tier 2	Not Assigned	App. T6.96-08.19	SR-120/SR-108 (Keystone)	Widen to a 4-lane expressway between SR-120 and existing 4-lane section	$17,000	Build Out
TBD	Tier 2	Not Assigned	L0.00-L2.81	SR-108 (Montezuma Junction)	Widen to 4-lane expressway between SR-120 and SR-49	$3,500	Build Out
TBD	Tier 2	Not Assigned	12.81-14.34	SR-49/SR-108 Chicken Ranch Road to Main Street (Jamestown)	Widen SR-49/SR-108 to 5-lane expressway from Chicken Ranch Road to Main Street	$13,866	Build Out
TBD	Tier 2	Not Assigned	14.34-16.48	SR-49/SR-108 Main Street to SR-49 Junction south of Sonora (Jamestown)	Widen SR-49/SR-108 to 5-lane expressway from Main Street to SR-49 Junction south of Sonora	$19,162	Build Out
TBD	Tier 2	Not Assigned	13.00-14.74	SR-49/SR-108 (Jamestown/Sonora)	Construct a new two or 4-lane expressway from High School Road to Rawhide Road north of Sonora	$17,000	Build Out
TIF/State Local Partnership	Tier 1A	Not Assigned	14.74-15.03	Rawhide Road to Fifth Avenue	Widen SR-108 to 5-lane expressway	$20,464	2011
TIF	Tier 1A	Not Assigned	R0.91-R0.91	SR-108 at South Washington Street	Construct 1 additional lane on N/B approach and two additional lanes on S/B approach	$21,428	2011

TABLE 4.2.2: SR-108 CSMP Planned Capacity Increasing Projects, Cont'd.

Primary Funding Source	RTP Y/N Tier I Tier II	RTP MPO ID	Post Mile	Location	Description	Total Cost ($1,000)	Begin Const.
STIP	Tier 1B	Not Assigned	05.87-06.86	SR-108 from Via Este to North Sunshine Drive	East Sonora Bypass, Phase III. Construct new 2-lane arterial expressway bypassing existing SR-108	$44,000	2030
TBD	Tier 2	Not Assigned	R11.75-R17.70	(Mi-Wuk Village/Long Barn) SR-108	Construct an alternative two or 4-lane expressway on a new alignment between Twain Harte and Long Barn Road	$17,000	Build Out

4.3 Corridor Rehabilitation and Maintenance Strategy

The current rehabilitation strategy is to maintain and rehabilitate the existing facility. Projects from the SHOPP program are prioritized by the needs of the State highway. These projects maintain or improve the condition, safety, and operation of the highway, and protect the investment that has been made on the facility. The SHOPP program includes six types of projects that would affect SR-108:

a) Collision Reduction;
b) Roadway Preservation;
c) Bridge Preservation;
d) Roadside Preservation;
e) Mobility Improvements; and
f) Mandates (storm water requirements and emergency-type projects)

Nominated projects within each category compete for available dollars with other projects on a statewide basis. Collision reduction improvements that meet certain thresholds of cost-benefit criteria are funded first from the SHOPP before other needs are addressed.

Maintenance costs, including roadsides, pavement, bridges, guardrail, median barriers, signs, and delineation are steadily increasing making it more difficult to maintain adequate appearance and condition ratings. The 10-year SHOPP plan includes investments in projects in both the rehabilitation and preventive maintenance categories. This investment is expected to provide highway appearance and condition ratings similar to current conditions, which are less than Caltrans performance targets and the desires of the communities served by SR-108.

4.3.1 Programmed Operational Improvement Projects

There are three programmed operational improvement projects to construct eastbound acceleration lane at the intersection of SR-120 and La Grange Road, construct acceleration lane on eastbound SR-108 at West Junction SR-49, construct a 2-way left turn channelization on SR-108 near Sonora from 0.19-miles west of Via Este Road to 0.06-miles east of Draper Mine Road. Table 4.3.1 lists the programmed operational improvement projects along the corridor.

TABLE 4.3.1: SR-108 CSMP Programmed Operational Improvement Projects

Primary Funding Source	RTP Y/N Tier I Tier II	EA/RTP MPO ID	Post Mile State Route	Location	Description	Total Cost ($1,000)	Begin Const.
Minor A Active	Y	10-0P1600	08.10 **SR-120**	In Tuolumne County at the intersection of SR-120 and La Grange Road	Construct eastbound acceleration lane	$780	2009
STIP Programmed PS&E/RW RIP, IIP, CMIA	Tier 1A	10-340421	04.30-05.90 **SR-108**	Standard Road to Via Este, East Sonora	Construct a 2-way left turn lane	$51,060	2010
SHOPP Programmed PS&E/RW	Tier IA	10-0H3200	05.70-06.20 **SR-108**	In Tuolumne County on Route 108 near Sonora from 0.19-miles west of Via Este Road to 0.25-miles east of Via Este Rd.	2-way left turn channelization	$2,014	2011
Minor A Active	Y	10-0P2600	38.00 **SR-108**	In Tuolumne County on eastbound SR-108 at West Junction SR-49	Construct acceleration lane	$700	2009

4.3.2 Planned Operational Improvement Projects

Currently there are eight planned operational improvement projects on SR-108. The projects include: Add an acceleration lane eastbound at SR-108/SR-120 (Yosemite Junction), extend left turn lane westbound at SR-108/SR-120, install a traffic signal at SR-108/SR-120, extend left turn lane westbound SR-108 at West Junction SR-49, construct one additional lane on northbound approach and two additional lanes on southbound approach SR-108 and South Washington Street, continuous left turn lane in East Sonora from Standard Road to Draper Mine Road, add signalization at SR-49/SR-108 at Rawhide Road and Fifth Avenue, and construct a new off-ramp connection on SR-108 eastbound at Sanguinetti Loop Road. Table 4.3.2 lists the planned operational improvement projects along the corridor.

TABLE 4.3.2: SR-108 CSMP Planned Operational Improvement Projects

Primary Funding Source	RTP Y/N Tier I Tier II	EA/RTP MPO ID	Post Mile	Location	Description	Total Cost ($1,000)	Begin Const.
SHOPP Proposed	TBD	Not Assigned	L0.00-L0.00	Eastbound SR-108/ Jct. SR-120	Acceleration lane	$950	TBD
SHOPP Proposed	TBD	Not Assigned	L0.00-L0.01	Westbound SR-108	Extend left turn lane	$375	TBD
DEV	Tier 1A	Not Assigned	L0.00-L0.00	Yosemite Junction SR-120/108	Install traffic signal	$300	2020
TBD	TBD	Not Assigned	R0.91-R0.91	SR-108 at South Washington Street	Construct one additional lane on NB approach and two additional lanes on S/B approach	$21,428	2011
LOCAL Candidate PID	TBD	0S960	02.70-02.71	On SR-108 at Sanguinetti Loop Road Eastbound	Construct new off ramp connection	$10,000	2010
SHOPP Proposed	TBD	Not Assigned	L2.80-L2.80	Westbound SR-108 at West Jct. SR-49	Extend left turn lane	$375	TBD
SHOPP	Tier 1A	Not Assigned	04.60-06.26	East Sonora Standard Road to Draper Mine Road	Continuous left turn lane	$750	2011
TIF/State Local Partnership	Tier 1A	Not Assigned	14.74-15.03	Rawhide Road to Fifth Avenue	Signalize SR-49/108 Rawhide Road and SR-49/108 Fifth Avenue	$20,464	2011

4.3.3 SR-108 CSMP Programmed Bridge and Roadway Projects

Currently there are six projects to rehabilitate pavement from west of Tulloch Road to west of Green Springs Road, add rock slope protection at two locations on SR-108 near Valley Road and one location near Bergal Road, repair/asphalt concrete (AC) blanket near Yosemite Junction from 2.1-miles east of Tulloch Road to 0.2-miles west of La Grange Road, repair/replace bridge rails in Strawberry at South Fork Stanislaus River Bridge #32-0010, construct a soldier pile wall to mitigate erosion 1-mile east of Kennedy Meadows on SR-108, and repair slope/retaining wall east of Dardanelle east of Kennedy Meadows Road west of the Mono County Line. Table 4.3.3 lists the SR-108 programmed SHOPP bridge and roadway projects along the corridor.

TABLE 4.3.3: SR-108 CSMP Programmed Bridge and Roadway Projects

Primary Funding Source	RTP Y/N Tier I Tier II	EA/RTP MPO ID	Post Mile State Route	Location	Description	Total Cost ($1,000)	Begin Const.
Community Sponsored	Tier IA	Not Assigned	R1.36-07.21 **SR-120/108**	West of Tulloch Road to west of Green Springs Road	Rehab pavement	$5,189	2020
Minor A Active PA&ED	TBD	10-0Q2300	R3.20-R3.80 **SR-108**	In Tuolumne County on SR-108 on 2 locations near Valley Road and one location near Bergal Road	Rock Slope Protection	$900	2009
SHOPP Programmed PS&E/RW	Y	10-0G7501	R3.50-08.00 **SR-120**	In Tuolumne County near Yosemite Junction from 2.1-miles east of Tulloch Road to 0.2-miles west of La Grange Road	CAPM Project; repair/ asphalt concrete blanket	$2,174	2008
Minor A Active PS&E/RW	Y	10-0N3700	31.20 **SR-108**	In Tuolumne County in Strawberry at South Fork Stanislaus River Bridge #32-0010	Repair/ Replace Bridge Rails	$915	2009
Minor A Active PA&ED	TBD	10-0S2400	58.80 **SR-108**	In Tuolumne County on SR-108 one mile east of Kennedy Meadows	Construct soldier pile wall to mitigate erosion	$850	2009
Minor A Active PA&ED	Y	10-0M2400	64.50 **SR-108**	In Tuolumne County about 5.6-miles east of Dardanelle at 0.87-miles east of Kennedy Meadows Road at 2.48 miles west of Mono County Line	Repair Slope/ Retaining Wall	$400	2009

4.3.4 Existing Pavement Conditions

The Division of Maintenance conducts a Pavement Condition Survey (PCS) annually to identify pavement distress. Based on the most recent survey, SR-108 corridor exhibits structural distress needing pavement rehabilitation. The PCS is used to identify needs in the roadway preservation programs (Roadway Rehabilitation and Pavement Preservation).

Based on 2005 maintenance pavement condition data, 88.60 of the 173.40 corridor miles are identified for rehabilitation strategies. Table 4.3.4 located on page 31 lists the segments identified for rehabilitation strategies along the corridor.

TABLE 4.3.4: Existing Corridor Pavement Distress

2005 Maintenance Conditions		
State Route/ Post Mile	**Description**	**# of Distressed Lane Miles**
SR-120/108 PM R00.00-T6.96	SR-120 Tuolumne County line 4-lane expressway to beginning 2-lane expressway	05.60
SR-120/108 PM T6.96-12.07	SR-120 Tuolumne County line beginning 2-lane expressway to East Jct. SR-108 (Yosemite Junction)	07.40
SR-108 PM L0.00-L2.81	East Jct. SR-120 to West Jct. SR-49	05.60
SR-49/108 PM 11.58-16.48	Montezuma Jct. to East Jct. SR-49/East Jct. SR-108	10.80
SR-108 PM R0.00-R2.27	East Jct. SR-49 to Mono Way	02.60
SR-108 PM 05.87-06.70	.13-miles east of Via Este to .04-miles east of Draper Mine Road	02.00
SR-108 PM R19.03-R21.57	East Long Barn Road Connection to Stoddard Springs Road	07.40
SR-108 PM R21.57-30.16	Stoddard Springs Road to Pinecrest Lake Road	14.20
SR-108 PM 31.93-37.40	East Connection Old Strawberry Road to Closure Gate #1	11.20
SR-108 PM 46.4-57.90	Donnell Rest Area to Kennedy Meadows	21.80
	Total Distressed Lane Miles	**88.60**

4.3.5 Bridge Conditions

The Office of Structures Maintenance and Investigations of the Engineering Service Center (OSM&I-ESC) conducts periodic inspections of all State structures. The Structures Replacement and Improvement Needs (STRAIN) report is used to identify needs for the Bridge Preservation Programs (Bridge Replacement/Rehabilitation, Scour Mitigation, Rail Replacement/Upgrade, Seismic Restoration, and Widening). Based on the most recent reports, there is currently one bridge identified on the STRAIN for structures replacement and or improvement needs. The bridge is located at the South Fork Stanislaus River (Bridge #320010).

4.4 Corridor Transportation Management Strategies

4.4.1 Incident Management

The standard operating procedure and protocol for incident management of collisions and closures for natural causes on SR-108 is coordinated between the CHP and the Caltrans District 10 TMC. Communication with the media is coordinated through the CHP. Quarterly team meetings are held with CHP, Caltrans, Tuolumne County agencies, and the Office of Emergency Services to discuss incident, construction, maintenance, and special event traffic management, including permit related issues.

Key ITS elements are strategically placed at major decision points and areas with high incident rates where extensive data is gathered through Traffic Monitoring Stations (TMS), RWIS, and CCTV. Caltrans District 10 communicates road and weather information via the Caltrans Highway Information Network (CHIN), CMS, and HAR. Advanced Traveler Information Systems (ATIS) is available through the telephone and internet via the PeMS, RWIS, and other statewide databases.

4.4.2 Transportation Management Plan

The Transportation Management Plan for projects through the CSMP corridor area includes educating the traveling public through CMS that will be used prior to and during construction. During construction, traffic will be managed through the use of k-rail barriers, temporary road alignments, and temporary signing/pavement delineation to provide protective measures for both construction crews and the traveling public. Construction may be performed during the evening to avoid peak demand periods. The use of park-and-ride lots, where available, and carpool and transit will be encouraged. Public transit may be subsidized with a portion of the construction resources to promote the use of transit by providing discount prices during construction.

4.4.3 Corridor Preservation

4.4.3.1 Access Control

The California Freeway and Expressway System has a large financial investment in access control to insure safety and operational integrity of the highways. The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures and changes to the local circulation system, and to protect property rights and to assure adequate service to the community. Access control is necessary on the freeway or expressway as defined in State statues.

The Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. In the event that the freeway is fully constructed, it shows which streets may be closed or connected to the freeway; it shows which streets and roads may be separated from the freeway; it shows the location of frontage roads; and it shows how streets may be relocated, extended or otherwise modified to maintain traffic circulation in relation to the freeway. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans, but also by public and private interests in the community.

SECTION 5 COMPREHENSIVE PERFORMANCE ASSESSMENT AND CORRIDOR SYSTEM MANAGEMENT STRATEGIES

The comprehensive performance assessment evaluates congestion, delay, and performance of the corridor by analyzing the existing (2006 base year) LOS, and projections for years 2015 and 2030, and the actual accident rates over a 3-year period. In addition, the CSMP provides expected benefits and performance of the Proposition 1B CMIA (East Sonora Bypass Stage II) projects.

Also included are the system management strategies that are needed to manage the performance of the SR-108 corridor and a Ten Year Implementation Plan that identifies transportation improvements currently provided in the STIP and SHOPP, RTP, and other transportation programming and planning documents. The project list includes ITS, detection, operational, rehabilitation, capacity increasing, park-and-ride, and bicycle and pedestrian facility improvements. The project list also includes proposed improvements not yet identified in programming and planning documents, and it is expected that these improvements will be considered during the next available update of transportation planning and programming processes.

5.0 Delays or Bottlenecks

SR-108 from Peaceful Oak/Standard Roads to Via Este Road is currently operating at deficient LOS 'E'. The concept facility needed to meet concept LOS 'C' in 2030 is a 4-lane expressway/freeway, which is consistent with the 2006 TCTC RTP. The CMIA SR-108 East Sonora Bypass, Stage II project to widen the existing 2-lane conventional highway to a 2-lane expressway on new alignment is currently programmed to go to construction in 2010. The project is expected to save 676 daily vehicle hours of delay, 4.7 daily peak duration person minutes saved per individual, and 28,850 cumulative minutes.

In addition to the CMIA project to construct a 2-lane expressway within this segment, there are two programmed projects to place four PeMS detection stations on the Sonora Bypass Stage II area, and add a left turn channelization near Via Este Road. There are also two planned projects to add a park-and-ride lot between Standard Road and Via Este Road, and a project to construct continuous left turn lanes from Standard Road and Via Este Road. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

Other segments of the corridor operating at deficient LOS include:

- Concurrent Route SR-120/108 .25-miles west of Green Springs Road Right to Yosemite Junction is operating at deficient LOS 'E'. The existing facility is a 2-lane expressway. The concept facility needed is a 4-lane expressway with left turn lanes, which is consistent with the TCTC RTP.

  Currently, there are two programmed and four planned projects through this segment. There is a programmed project to construct an eastbound acceleration lane at SR-120 and La Grange Road, an asphalt repair project east of Tulloch Road to west of La Grange Road. There are two planned park-and-ride facilities one at Keystone near the Junction of SR-120 and Highway J-59 (La Grange Road), and one at Yosemite Junction. There are planned ITS projects to install a CMS at westbound SR-120/108 near O'Byrnes Ferry Road and one on westbound SR-120 at Old Priest Grade Road. There is also a plan to widen to a 4-lane expressway between SR-120 and the existing 4-lane section at La Grange Road. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 from the East Junction of SR-120 (Yosemite Junction) to the West Junction of SR-49 (Montezuma Junction) is currently operating at deficient LOS 'D'. The existing facility is a 2-lane expressway. The concept facility is a 4-lane expressway/freeway, which is consistent with the TCTC RTP.

  Currently, there is one programmed project and six planned projects through this segment. There is a programmed project to construct an eastbound acceleration lane at west Junction SR-49. There are plans for an eastbound acceleration lane at Yosemite Junction, an extension of the left turn lane on westbound SR-108 at Yosemite Junction, an extension of the left turn lane on westbound SR-108 at the west junction of SR-49, and a traffic signal at Yosemite Junction. There are also plans for a park-and-ride facility and a RWIS at Yosemite Junction. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- Concurrent Route SR-49/108 from Montezuma Junction to the east junction of SR-49 is currently operating at deficient LOS 'E'. The existing facility through this segment is a 2-lane conventional highway. The concept facility needed is a 4-lane expressway with a continuous left turn lane, which is consistent with the TCTC RTP.

  Currently, there are eight planned projects through this segment. There is a planned ITS project to install an EMS for eastbound traffic between Jamestown Road/Main Street and Fifth Avenue, and a blue/white information sign with flashing beacon north of Main Street in Jamestown. There are plans for a park-and-ride facility near SR-49 in Jamestown, and plans to construct a Class I and II bike/pedestrian facility from Sonora to Jamestown utilizing portions of SR-49 and SR-108, the Sierra Railroad or Woods Creek. The TCTC RTP identifies the need for a Tier IA project to widen SR-108 to five lanes from Rawhide Road to Fifth Avenue and add signalization at Rawhide Road and SR-49-108/Fifth Avenue. There is also a Tier II project to construct a new two or 4-lane expressway from High School Road to Rawhide Road in Jamestown, and widen to 5-lane expressway from Chicken Ranch Road to Main Street to SR-49 south of Sonora. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 from the east junction of SR-49 to Mono Way is currently operating at deficient LOS 'E'. The existing facility through this segment is a 2-lane conventional highway, and the concept facility needed is a 4-lane expressway/freeway, which according to TCTC is consistent with the TCTC RTP.

  Currently there are three planned projects through this segment. There are plans to install a HAR near Lime Kiln Road on SR-108, and a CMS on westbound SR-108 at Mono Way east of Mono Way ramp and Sullivan Creek. There is also a planned project to add one additional lane on the northbound approach and two additional lanes on the SR-108 southbound approach at South Washington Street. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 from Mono Way to Peaceful Oak/Standard Roads is currently operating at deficient LOS 'E'. The existing facility through this segment is a 2-lane expressway. The concept facility needed is a 4-lane freeway, which according to TCTC is consistent with the TCTC RTP.

  Currently, there are two programmed projects and six planned projects through this segment. There is a programmed rehabilitation project to protect the rock slope at two locations near Valley Road and near Bergal Road, and a project to install four PeMS stations that are part of the CMIA expressway project that extend through this segment.

There are plans for a westbound EMS station at Cordelia Avenue, a blue/white information sign with flashing beacon on westbound SR-108 near Hess Avenue. There are also plans for a new off ramp connection on eastbound SR-108 at Sanguinetti Loop, a park-and-ride facility near SR-108 between Standard Road and Via Este Road, a Class I and II bicycle, pedestrian and equestrian facility along SR-108 in East Sonora, and a project to construct a continuous left turn lane from Standard Road to Draper Mine Road. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 east of Via Este Road to east of Draper Mine Road is currently operating at deficient LOS 'D'. The existing facility is currently a 2-lane conventional highway. The concept facility needed is a 4-lane expressway/freeway, which according to TCTC is consistent with the TCTC RTP.

  Currently there are two programmed projects and two planned projects through this segment. There is a programmed project to add a left turn channelization near Via Este, and a project to install a blue/white information sign for traffic to support HAR east of Draper Mine Road. There is a planned project to construct a new 2-lane arterial expressway from Via Este Road to North Sunshine Drive (East Sonora Bypass, Phase III of the Sonora Bypass), and a planned park-and-ride facility on SR-108 between Via Este Road and Sunshine Road. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 from West Twain Harte Drive to East Twain Harte Drive/Tuolumne Road North is currently operating at deficient LOS 'D'. The existing facility is currently a 2-lane expressway. The concept facility needed is a 4-lane expressway which is consistent with the TCTC RTP.

  Currently, there is one programmed project to install a blue/white information sign for westbound traffic east of West Twain Harte Road that supports HAR. There are two planned projects to construct an alternative two or 4-lane expressway on a new alignment between Twain Harte and Long Barn Road, a project to install eastbound blue/white information signs with flashing beacons east of West Twain Harte Road and west of Coffil Road, and a Class I bicycle, pedestrian, and equestrian facility utilizing Sugar Pine Railway. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 from .42-miles east of East Twain Harte Drive/Tuolumne Road North to Chief Fuller Road is currently operating at deficient LOS 'D'. The existing facility is a 2-lane expressway. The concept facility needed to meet concept LOS 'C' by 2030 is a 4-lane expressway, which is not consistent with the TCTC RTP. Due to environmental, ROW, and financial constraints, short term interim improvements including passing lanes, wider shoulders, left turn lanes, turn outs, and ITS strategies are low-cost alternatives that can be used to achieve operational improvements through this segment of the corridor.

  There are two planned projects to install a blue and white information sign with flashing beacon westbound SR-108 between East Twain Harte Drive/Tuolumne Road North and Coffil Road, and EMS for eastbound traffic eastbound SR-108 between Coffil Road and Leisure Drive. Refer to Ten Year Implementation Plan and Project List on pages 40 through 42.

- SR-108 from Stoddard Springs Road to the Donnell Rest Area is currently operating at deficient LOS 'D'. The existing facility is a 2-lane conventional highway. A 4-lane expressway is needed through this segment to meet concept LOS 'C". Due to environmental, ROW, and financial constraints, the concept facility is a 2-lane conventional highway with wider shoulders and passing lanes which is consistent with the TCTC RTP.

5.1 SR-108 CSMP Corridor System Management Strategies

Analysis indicates that four lanes will be needed from the Stanislaus County/Tuolumne County line to Lyons Dam Road, and from East Long Barn Road to Stoddard Springs Road to meet concept LOS 'C' over the next 20 years. Due to environmental, ROW, and financial constraints, short term interim improvements including passing lanes, wider shoulders, left turn lanes, turn outs, and ITS strategies are low-cost alternatives that can be used to achieve operational improvement. In order to manage the performance of the corridor, reduce congestion, enhance safety, and preserve the mobility gains of the SR-108 CMIA Proposition 1B investment, Caltrans District 10 and TCTC are committed to the following system management strategies:

- Expansion of ITS elements to enhance incident management, traveler information, traffic detection, and synchronization of traffic signals. There are 17 existing ITS elements and two PeMS stations along the CSMP corridor, and four ITS elements and four PeMS stations are currently programmed for implementation. There are 18 ITS elements that are planned and proposed for the corridor and connecting highways.

  The existing and planned ITS infrastructure represents a wide collection of instrumentation some of which combines several technologies in a single integrated system. The elements are placed in strategic locations to provide optimal benefit to the public or provide Caltrans TMC with data used to manage the corridor. The TMC uses the collected data to post advisories during incident management through CMS, HAR, or other media to alert approaching traffic to avoid possible secondary accidents, encourage diversion away from an incident, or dispatch Traffic Management Teams in the field.

  ITS project improvements are categorized as short-term (0 - 4 years), mid-term (5 - 7 years) and long-term (8 to 10 years). Short-term project goals for SR-108 include placing ITS elements at major decision points within STIP and SR-108 Bond funded projects. Mid-term project goals for SR-108 include TMS for congestion monitoring of lane volumes and possible travel time calculations, as well a CCTV for incident verification and management. Long-term project goals for SR-108 include full instrumentation of ITS elements along freeway corridors. Programmed, planned, and proposed ITS projects are listed in the Ten Year Implementation Plan and Project List on pages 40 through 42.

- The management of collisions and closures for natural causes will continue to be coordinated between the CHP and the Caltrans District 10 TMC. Communication with the media will continue to be coordinated by the CHP. Meetings will continue to be held twice a year with CHP, Caltrans, Tuolumne County agencies, and the Office of Emergency Services to discuss incident, construction, maintenance, and special event traffic management, including permit related issues. In addition, the local CHP office will continue to communicate directly with the local resorts on weather and road conditions and chain control.

- Operational, rehabilitation, and maintenance improvements will include acceleration lanes, left turn lanes, extend left turn lanes, passing lanes, bridge rail repair/replacement, traffic signals, off ramps connection, pavement rehabilitation repair asphalt concrete blanket, soldier pile wall to mitigate erosion and repair slope/retaining wall. There are eight programmed and eight planned projects planned for the corridor.

  The programmed and planned project improvements will provide safety and operational benefits at the location of the improvements and contribute to the overall improved performance of the corridor. Improvements are categorized as short-term (0 - 4 years), mid-term (5 - 7 years) and long-term (8 to 10 years). Short and mid-term project goals for SR-108 include the operational improvements within

the SR-108 CMIA project, and those currently programmed in the STIP and SHOPP. Long-term project goals include operational improvements not currently identified for funding. Programmed, planned, and proposed operational, rehabilitation, and maintenance improvements are listed in the Ten Year Implementation Plan and Project List on pages 40 through 42.

- The TCTC RTP recognizes that STIP revenues are inadequate to fully fund needed local capacity increasing projects. The unfunded need for these local projects will continue to be considered for funding by development impact traffic mitigation fees.

- Expansion of TDM practices, including construction of new park-and-ride facilities with transit connectivity, and continued work force vanpool and ride share services through Foothill Commuter Service (Transportation Management Association). Programmed, planned, and proposed bike and pedestrian facilities projects are listed in the Ten Year Implementation Plan and Project List on pages 40 through 42.

- Connectivity of bike and pedestrian facilities crossing SR-108. Programmed, planned, and proposed bike and pedestrian facilities projects are listed in the Ten Year Implementation Plan and Project List on pages 40 through 42.

- Maintain and support existing transit service along SR-108 and consider expansion when feasible.

- Construction of frontage roads when considering future transportation projects, and commercial and residential development along SR-108.

- Consider the implementation of an access management plan on SR-108 to provide guidance for future decision making regarding provision of access along SR-108 to improve efficiency along the corridor.

- The CHP has established a task force of regional and local agencies to identify and address traffic safety issues on State Routes 120, 49 and 108, which form the Sonora Pass Gateway Traffic Safety Corridor in Tuolumne County. The task force will continue to meet periodically to develop strategies to reduce the number of fatal and injured. This will be accomplished through speed enforcement on high collision highways from the 2006 base year total for the Sonora Corridor by May 31, 2009. This safety project is being funded through a grant issued to the CHP by the California Office of Traffic Safety.

5.1.1 Ten Year Implementation Plan

The Comprehensive Corridor Performance Assessment also includes a Ten Year Implementation Plan or project listing of transportation improvements and system management strategies currently programmed in the STIP, SHOPP, RTP, and other transportation programming and planning documents. The project list includes programmed and planned ITS, detection (including PeMS), operational, rehabilitation, interchange/intersection, capacity increasing, transit, park-and-ride, and bicycle and pedestrian facility improvements along the SR-108 CSMP Corridor.

In addition, the project list includes proposed improvements and system management strategies that have been recommended as a result of the CSMP development process. Funding for the proposed improvements has not yet been identified, and they are considered planned projects for CSMP purposes. It is expected that these improvements will be considered during the next available update of transportation planning and programming processes. The 10 year planning horizon extends 10 years

beyond the begin construction date of the East Sonora Bypass, Stage II, or to 2020. Refer to 10 Year Implementation Plan and Project List, Figure 5.1.1 and Table 5.1.1 on pages 40 through 42.

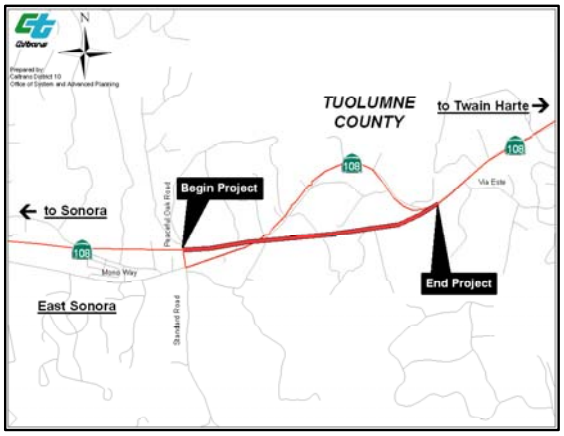
5.2 Proposition 1B CMIA Project Benefits

5.2.1 East Sonora Bypass Stage II

The SR-108 East Sonora Bypass Stage II project will construct a 2-lane access controlled expressway on a new alignment from Peaceful Oak Road to Via Este. The project is scheduled to begin construction in April 2010.

The project will ease congestion, improve mobility, decrease commute times for all drivers, and enhance safety for interregional and regional trips within and through the county. The project will also bypass operational problems on the current highway alignment. This project will be built as a continuation of the completed East Sonora Bypass Stage I. Future Stage III of the East Sonora Bypass is planned to be built as a continuation of Stage II from Via Este to North Sunshine Road, completing all three stages of the East Sonora Bypass.

The Daily Vehicle Hours of Delay saved by the CMIA project will be 656 hours. The Daily Peak Duration Person-Minutes Saved will be 4.7 minutes per individual and 28,850 minutes cumulative.



Project Benefits	
Daily Travel Time Savings (hours):	656
Peak Period Time Savings (minutes):	25,850

The project benefits are published on the California Strategic Growth Plan: Bond Accountability Website: http://svdtsucp.dot.ca.gov;8084/bondacc/.

5.3 Other Considerations

While project specific considerations are not included in the CSMP, the following will need to be considered during implementation of the improvements identified in the SR-108 CSMP Ten Year Implementation Plan:

5.3.1 Main Street Design and Operation

In towns and cities across California, a State highway may serve as their main street. These communities desire that their main street be an economic, social, and cultural asset, as well as provide for the safe and efficient movement of people and goods. In urban areas, communities want transportation projects to provide opportunities for enhanced non-motorized travel and visual quality. In natural settings, projects

can fit aesthetically into the surroundings by including contour grading, aesthetic bridge railings, and special architectural and structural elements. Addressing these needs will ensure that transportation solutions meet more than transportation objectives.

5.3.2 Context Sensitive Solutions

Caltrans uses "Context Sensitive Solutions" (CSS) as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders and meets transportation goals in harmony with community goals and natural environments.

Context sensitive solutions require careful, imaginative, and early planning, and continuous community involvement. The context of all projects and activities is a key factor in reaching decisions. It is considered for all state transportation and support facilities when defining, developing, and evaluating options.

Relevant laws, rules, and regulations must be investigated when considering CSS issues, such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, and safety.

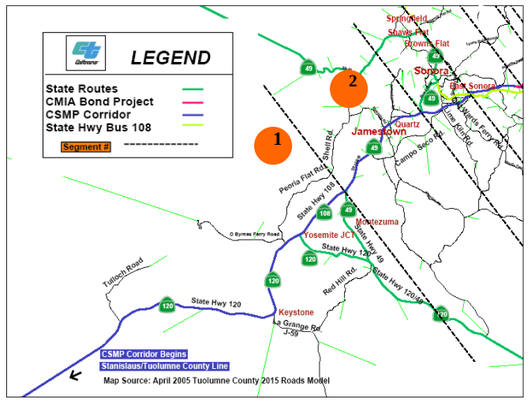
5.3.3 Safety Conscious Planning

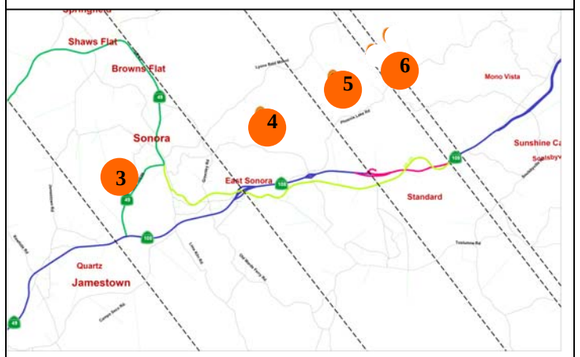
Safety conscious planning is incorporated into all planning processes and complements CCS. As in most projects, a need is established before a project can be built.

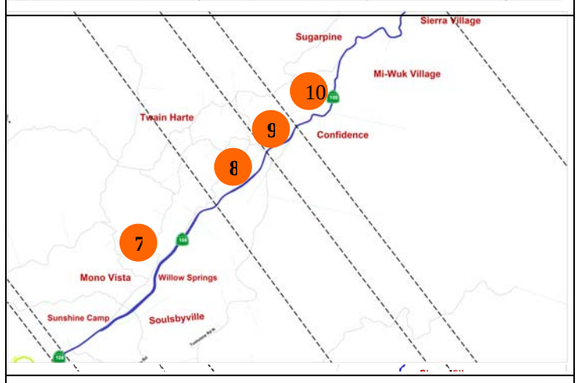
Factors such as congestion, poor LOS, narrow roads, non-standard alignments and operational problems, require improvements. The CSMP may be used as a tool to proactively identify these improvements rather than react to existing problems.

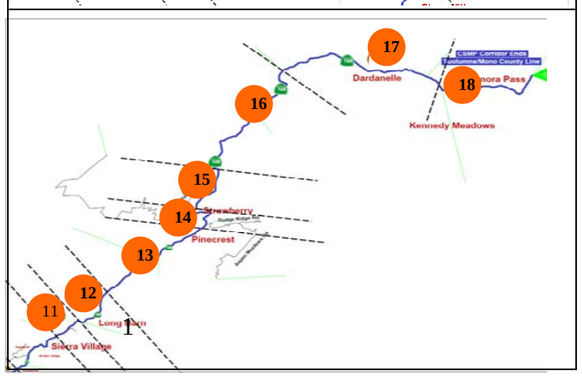
Suggested solutions for these problems should conform to the surrounding environment and meet the needs of the people within. Users of these facilities should agree upon these community-sensitive solutions.

FIGURE 5.1.1: Ten Year Implementation Plan (2022)
LOS Analysis with Project List Summary









Segment	Post Mile	Location	2006 AADT	2006 LOS	2006 LOS With Bond Project *	10-Year Implementation Plan (2022) 10 years from Begin Construction Date of SR-108 Bond Project (East Sonora II - 2012)						
						ITS	PeMS Detection	Operational	Rehabilitation	Other Modes	Capacity	Beyond 2022
						Funded	Funded	Funded	Funded	Funded	Funded	Funded
						Unfunded	Unfunded	Unfunded	Unfunded	Unfunded	Unfunded	Unfunded
1	**SR-120/108** R0.00-T6.96	Route Break: (SR-120/108) Concurrent with SR-120 from the Stanislaus County Line to .25 miles west of Green Springs Road Right (4-lane Expressway to beginning 2-lane Expressway)	13,300	B					3			
										2		1
	SR-120/108 T6.96-12.07	Route Break: (SR-120/108) Concurrent with SR-120 from .25 miles west of Green Springs Road Right to Yosemite Junction (2-lane Expressway to Yosemite Junction)	15,700	E				4	3			
						5				2, 6		1
	SR-108 L0.00-L2.81	(SR-108/120) East Jct. SR-120 Yosemite Junction to West Jct. SR-49 Montezuma Junction	13,200	D				12				
						7		8, 9, 10, 13				11
2	**SR-49/108** 11.58-16.48	Route Break: (SR-49/108) Concurrent with SR-49 from Montezuma Junction to East Jct. SR-49	20,300	E								
						19, 21				16, 17		14, 15, 18, 20
3	**SR-108** R0.00-2.27	East Jct. SR-49 to Mono Way	20,500	E								
						23, 24		22				
4	**SR-108** R2.27-4.60	Mono Way to Peaceful Oak/Standard Roads	23,100	E		30			26		29	
						25, 27		28, 33		31, 32		
5	**SR-108** T4.60-5.87	Peaceful Oak/Standard Roads to .13 miles east of Via Este	16,240	E	C*	30					29	
								33		31, 32		
6	**SR-108** 5.87-6.70	.13 miles east of Via Este to .04 miles east of Draper Mine Road	14,600	D		37		34				
										36		35
7	**SR-108** 6.70-R9.58	.04 miles east of Draper Mine Road to W. Twain Harte Drive	13,250	B		38, 40						
						39						
8	**SR-108** R9.58-12.17	W. Twain Harte Drive to .42 miles east of E. Twain Harte Dr./Tuolumne Road North	9,675	D		41						
						43				42		44
9	**SR-108** T12.17-15.17	.42 miles east of E. Twain Harte Dr./Tuolumne Road North to Chief Fuller Road	8,350	D								
						45, 46						
10	**SR-108** 15.17-16.06	Chief Fuller Road to .02-miles west of Lyons Dam Road	7,100	C								
11	**SR-108** 16.06-19.03	.02-miles west of Lyons Dam Road to E. Long Barn Road Connection	5,050	C								
						47						
12	**SR-108** 19.03-21.57	E. Long Barn Road Connection to Stoddard Springs Road	5,125	A								
13	**SR-108** 21.57-30.16	Stoddard Springs Road to Pinecrest Lake Road	5,600	D								
14	**SR-108** 30.16-31.93	Pinecrest Lake Road to E. Connection Old Strawberry Road	4,250	D					48			
15	**SR-108** 31.93-37.40	E. Connection Old Strawberry Road to Closure Gate #1	2,375	D								
16	**SR-108** 37.40-46.4	Closure Gate #1 to Donnell Rest Area	2,050	D								
17	**SR-108** 46.4-57.90	Donnell Rest Area to Kennedy Meadows	1,210	C								
18	**SR-108** 57.90-66.92	Kennedy Meadows to Sonora Pass/Mono County Line	670	B					49, 50			

Programmed Projects
Planned Projects

TABLE 5.1.1 Ten Year Implementation Plan Project List (2022)

Corridor Segment Route Post Mile	Project ID	Begin Construction	**SHOPP/ *RTP Tier 1A, Tier IB Tier 1I (Yes/No)	RTP MPO ID	Post Mile From	Post Mile To	Location	Description	Total Cost (1,000)	Primary Funding Source
1 SR-120/108 R0.00 – L2.81	1	TBD	Tier II	Not Assigned	T6.96	08.19	(Keystone) SR-120/SR-108	Widen to a 4-lanes between SR-120 and existing 4-lane section	$17,000	Unfunded Community Sponsored Project
	2	TBD	No	*** CT Park & Ride Plan	08.19	08.19	(Keystones) Near Junction SR-120 and Highway J-59 (La Grange Road)	Park and Ride Lot	TBD	TBD
	3	2008	Tier IA	0G7501	03.50	08.00	In Tuolumne County near Yosemite Junction from 2.1 miles east of Tulloch Road to 0.2 miles west of La Grange Rd.	CAPM Project Repair/Asphalt Concrete Blanket (Green Springs Road)	$2,174	SHOPP Programmed PS&E/RW
	4	2009	Tier IA	0P1600	08.10	08.10	In Tuolumne county at the Intersection of SR-120 and La Grange Rd.	Construct Eastbound Acceleration Lane	$780	Minor A
	5	2020-2022	Long Term	Not Assigned	11.40	11.40	SR-120/108 Westbound near O'Byrnes Ferry Rd.	Changeable Message Sign	TBD	SHOPP
	6	TBD	No	*** CT Park & Ride Plan	12.08	12.08	Junction of SR-120 and SR-108 (Yosemite Junction)	Park and Ride Lot	TBD	TBD
	SR-108 7	2020-2022	Long Term	Not Assigned	00.00	00.00	SR-120/108 Yosemite Junction	Roadside Weather Information System (RWIS)	TBD	SHOPP
	8	2020	Long Term Tier 1A	Not Assigned	L0.00	L0.00	Yosemite Junction SR-120/108	Install traffic signal	$300	DEV
	9	2020-2022	Long Term	Not Assigned	L0.00	L0.00	Eastbound SR-108/JCT SR-120	Acceleration Lane	$950	SHOPP
	10	2020-2022	Long Term	Not Assigned	L0.00	L0.01	Westbound SR-108/JCT SR-120	Extend left turn lane	$375	SHOPP
	11	TBD	Long Term Tier II	Not Assigned	L0.00	L2.81	SR-108 (Montezuma Junction)	Widen to 4-lanes between SR-120 and SR-49	$3,500	Unfunded Community Sponsored Project
	12	2010	Tier I	0P260	L2.80	L2.80	Eastbound SR-108 at West Junction SR-49	Construct Acceleration Lane	$722	Minor A
	13	2020-2022	Long Term	Not Assigned	L2.80	L2.80	Westbound SR-108 at W. JCT SR-49	Extend left turn lane	$375	SHOPP
2 SR-49/108 11.58-16.48	SR-49 14	TBD	Long Term Tier II	Not Assigned	12.81	14.34	Chicken Ranch Road to Main Street	Widen SR-49/SR-108 to 5-lanes	$13,866	Unfunded Community Sponsored Project
	15	TBD	Long Term Tier II	Not Assigned	13.00	14.74	High School Rd. to Rawhide Rd. in Jamestown	Construct a new 2 or 4-lane expressway	$17,000	Unfunded Community Sponsored Project
	16	2030	Tier IB	Not Assigned	13.00	16.47	Jamestown to Sonora utilizing portions of SR-49 and SR-108, the Sierra Railroad, or Woods Creek	Class I and II Bikeway Facility	$6,165	BTA Local
	17	TBD	Tier IA	*** CT Park & Ride Plan	14.34	14.34	Near SR-49 in Jamestown	Park and Ride Lot	$600	CMAQ
	18	TBD	Long Term Tier II	Not Assigned	14.34	16.48	(Jamestown) SR-49/SR-108 Main St. to SR-49 Junction south of Sonora	Widen SR-49/SR-108 to 5-lanes from Main St. to SR-49 Junction south of Sonora	$19,162	Unfunded Community Sponsored Project
	19	2020-2022	Long Term	Not Assigned	14.50	14.50	Eastbound SR-49/108 north of Main Street	Blue/White Information Sign with Flashing Beacon supports proposed HAR	TBD	SHOPP
	20	2011	Tier 1A	Not Assigned	14.74	15.03	Rawhide Rd. to Fifth Avenue	Widen SR-108 to five lanes from Rawhide Rd. to Fifth Avenue. Signalize SR-49/108 Rawhide Rd. and SR-49/108/Fifth Avenue	$20,464	TIF/State Local Partnership
	21	2020-2022	Long Term	Not Assigned	15.00	15.00	Eastbound SR-49/108 between Jamestown Rd./Main St. and Fifth Ave.	EMS for Eastbound Traffic supports proposed HAR	TBD	SHOPP
3 SR-108 R0.00-R2.27	SR-108 22	2011	Tier 1A	Not Assigned	R0.91	R0.91	SR-108 at South Washington Street	Construct one additional lane on N/B approach and two additional lanes on S/B approach	$21,428	TIF
	23	2020-2022	Long Term	Not Assigned	R1.00	R1.00	West of Lime Kiln Road	Highway Advisory Radio ID not assigned	TBD	SHOPP
	24	2020-2022	Long Term	Not Assigned	02.26	02.26	WB SR-108 at Mono Way east of Mono Way ramp and Sullivan Creek	Changeable Message Sign	TBD	SHOPP

** Short = 0-4 Years
2012-2016
Mid = 5-7 Years
2017-2019
Long = 8-10 Years
2020-2022

Programmed Projects
Planned Projects
Proposed Project

TABLE 5.1.1: Ten Year Implementation Plan Project List (2022)- continued

Corridor Segment Route Post Mile	Project ID	Begin Construction	**SHOPP/ *RTP Tier 1A, Tier IB Tier 1I (Yes/No)	RTP MPO ID	Post Mile From	Post Mile To	Location	Description	T otal Cost (1,000)	Primary Funding Source
4 and 5 SR-108 R2.27-5.87	25	2010	Short Term	0S960K	02.70	02.71	In Tuolumne County on SR-108 at Sanguinetti Loop Road, Eastbound	Construct New Off Ramp Connection	10,000	Local Candidate
	26	2020-2022	Long Term	Not Assigned	R3.00	R3.00	Westbound SR-108 at Cordelia Avenue	EMS for Westbound Traffic supports proposed HAR	TBD	SHOPP
	27	2010	Tier I	0Q230	R3.20	R3.80	SR-108 on two locations/near Valley Rd and near Bergal Rd.	Rock slope protection	$900	Minor A
	28	2020-2022	Long Term	Not Assigned	R3.50	R3.50	Westbound SR-49/SR-108 East of Hess Avenue	Blue/White Information Sign with Flashing Beacon supports proposed HAR	TBD	SHOPP
	29	2012	Tier I	34042	R4.00	R6.00	Near Sonora from 0.50 miles West of Standard Rd. to Via Este (East Sonora Bypass, Phase II)	Construct Stage 2 of Sonora Bypass	$50,060	STIP Programmed PS&E/RW RIP, IIP, CMIA
	30	2012	Tier I	34042	R4.00	R6.00	East Sonora Bypass Stage II area	4 PeMS detection stations	Included in 34042	STIP Programmed PS&E/RW RIP, IIP, CMIA
	31	2030	Tier 1B	TBD	TBD	TBD	Along SR-108 in East Sonora	Provide Class I and II Bicycle, pedestrian and equestrian facilities	10,686	BTA Local
	32	TBD	No	*** CT Park & Ride Plan	04.33	5.87	Near SR-108 from Standard Road to Via Este in the East Sonora Area	Park and Ride Lot	TBD	TBD
	33	2011	Tier 1A	TBD	04.60	06.26	East Sonora Standard Rd. to Draper Mine Rd.	Add Continuous Left Turn Lane	$750	TBD
6 SR-108 5.87-6.70	34	2009	Tier IA	0H320	05.70	06.20	Near Sonora from 0.19 miles West of Via Este Rd. to 0.25 miles East of Via Este Rd.	Left Turn Channelization	$2,039	SHOPP Programmed PS&E/RW
	35	2030	Tier IB	TBD	05.87	06.86	SR-108 Via Este to North Sunshine Drive (East Sonora Bypass, Phase III)	Construct new 2-lane arterial expressway	$44,000	STIP
	36	TBD	No	*** CT Park & Ride Plan	05.87	6.86	Near SR-108 from Via Este to Sunshine Road in the East Sonora Area	Park and Ride Lot	TBD	TBD
	37	2012-2016	Tier I	0T070	06.50	06.50	Eastbound SR-108 east of Draper Mine Road	Blue/White Information Sign for EB Traffic supports HAR 4	Included in 34042	SHOPP
7 SR-108 06.70-R9.58	38	2012-2016	Tier I	0T070	7.20	7.20	Westbund .34 miles east of north Sunshine Road	Blue/White Information sign for Traffic supports HAR 4	Included in 34042	SHOPP
	39	2020-2022	Long Term	Not Assigned	7.51	7.51	Soulsbyville Road	Roadside Weather Information System (RWIS)	TBD	SHOPP
	40	2012-2016	Tier I	0T070	7.80	7.80	Eastbound .28 miles east of Soulsybville Road	Blue/White Information sign for Traffic supports HAR 4	Included in 34042	SHOPP
Seg 8 to 10 SR-108 R9.58-16.06	41	2012-2016	Tier I	0T070	09.90	09.90	Westbound SR-108 .31 miles east of W. Twain Harte Road	Blue/White Information Sign for WB Traffic supports HAR 4	Included in 34042	SHOPP
	42	2030	Tier IB	TBD	TBD	TBD	Utilize the Sugar Pine Railway from Twain Harte to the vicinity of Tuolumne as a bicycle, pedestrian, and equestrian Class I path.	Provide Class I bicycle, pedestrian and equestrian facilities	7,161	TBA Local
	43	2020-2022	Long Term	0T070	10.00	10.00	Eastbound SR-120/108 east of W. Twain Harte Road	Blue/White Information Sign with Flashing Beacon supports proposed HAR 3	TBD	SHOPP
	44	2020-2022	Tier II	Not Assigned	R11.75	R17.70	(Mi-Wuk Village/Long Barn) SR-108	Construct an alternative 2 or 4-lane expressway on a new alignment between Twain Harte and Long Barn Rd.	17,000	TBD
	45	2020-2022	Long Term	0T070	13.00	13.00	Westbound SR-108 .40 mile west of Coffil Road.	Blue/White Information Sign with Flashing Beacon supports proposed HAR 3	TBD	SHOPP
	46	2020-2022	Long Term	Not Assigned	13.50	13.50	Eastbound SR-108 between Coffil Rd. and Leisure Dr.	EMS for Eastbound Traffic supports HAR 3	TBD	SHOPP
Seg 11 & 12 SR-108 16.06-19.03	47	2020-2022	Long Term	Not Assigned	17.70	17.70	Long Barn	Roadside Weather Information System (RWIS)	TBD	SHOPP
Seg 13 to 17 SR-108 21.57-57.90	48	2009	Tier I	0N370	31.20	31.20	On SR-108 at the South Fork Stanislaus River Bridge (BR #32-0010)	Repair/Replace Bridge Rails	$915	Minor A
18 SR-108 57.90-66.92	49	2010	Tier I	0S240	58.80	58.80	In Tuolumne county on SR-108 one mile east of Kennedy Meadows	Construct soldier pile wall to mitigate erosion	$850	Minor A
	50	2009	Tier I	0M240	64.50	64.50	In Tuolumne County about 5.96 miles East of Dardanelle at 0.87 miles East of Kennedy Meadows Rd. at 2.48 miles West of Mono County Line	Repair Slope/Retaining Wall	$400	Minor A
Connecting Highways /Local Roads	51	2020-2022	Long Term	Not Assigned	SR-120 16.00	16.00	Westbound SR-120 – Yosemite Street Right	Blue/White Information Sign with Flashing Beacon supports HAR 3	TBD	SHOPP
	52	2020-2022	Long Term	Not Assigned	SR-120 16.50	16.50	Westbound SR-120 – East of Shawmut Road/Old RTE 120	EMS for Eastbound Traffic supports HAR 3	TBD	SHOPP
	53	2020-2022	Long Term	Not Assigned	TOU SR-49 19.00	TOU SR-49 19.00	Southbound SR-49 between Dane Lane and O'Harra Drive	EMS for Southbound Traffic supports proposed HAR	TBD	SHOPP
	54	2020-2022	Long Term	Not Assigned	TOU SR-49 19.50	TOU SR-49 19.50	Southbound SR-49 near Jack Page Road Right	Blue/White Information Sign with Flashing Beacon supports proposed HAR	TBD	SHOPP
	55	2020-2022	Long Term	Not Assigned	TUO SR-120 24.90	TUO SR-120 24.90	Old Priest Grade Rd./Groveland	Roadside Weather Information System (RWIS) and CMS	TBD	SHOPP

** Short = 0-4 Years
2012-2016
Mid = 5-7 Years
2017-2019
Long = 8-10 Years
2020-2022

Programmed Projects
Planned Projects
Proposed Project

APPENDIX

FIGURE 1	**Letter of Intent**	**A-1**
FIGURE 5.0	**Glossary of Terms**	**A-3**

FIGURE 1: Letter of Intent

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

2008 APR 1 AM 11 30

DEPARTMENT OF TRANSPORTATION
P.O. BOX 2048 (1976 E. CHARTER WAY)
STOCKTON, CA 95201 (95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 948-7943
FAX (209) 948-3670

Flex your power!
Be energy efficient!

March 20, 2008

Peter Rei
Executive Director
Tuolumne County Transportation Council
2 South Green Street
Sonora, CA 95370

Dear Mr. Grossi;

This letter is to communicate our intent to work, in partnership, with the Tuolumne County Transportation Council (TCTC) to jointly develop the State Route (SR) 108 Corridor System Management Plan (CSMP). The CSMP is a guide for managing the corridor among all partners, and the process is intended to develop and implement a CSMP across all jurisdictions and modes for the highest mobility benefits to travelers in the corridor.

The Department of Transportation, District 10 is committed to a coordinated and cooperative effort with TCTC and our other local partners in the District to improve mobility and performance along the SR-108 Corridor.

District 10 is coordinating the preparation of the CSMP for the SR-108 corridor in Tuolumne County. CSMPs are required pursuant to Proposition 1B Corridor Mobility Improvement Account (CMIA) and undertaken in conjunction with the East Sonora Bypass Stage II project (*Construction to begin 2010)*. The confirmed corridor limits for the SR-108 CSMP includes the entire route in Tuolumne County.

On August 29, 2007, our internal SR-108 CSMP development team met with you for the purpose of reviewing requirements, purpose, and scope of the SR-108 CSMP in Tuolumne County. The CSMP document will be framed similar to a Transportation Concept Report (TCR), but will be modified to emphasize operational aspects, the identification of specific areas of traffic congestion, identify causes, and then identify strategies, actions and projects to remove congestion.

TCTC and District 10 are committed to undertake this work with a delivery date of October 2008. Initially, this commitment is between District 10 and TCTC, but will be conveyed to other local agencies and the public, for their input, as the process is broadened with additional outreach and education on the value of system and corridor management. This letter will be included in the CSMP document to demonstrate our commitment to actively participate in this collaborative effort. Please sign and return at your earliest convenience.

"Caltrans improves mobility across California"

I look forward to our continued cooperation during development and implementation of the SR-108 CSMP dedicated to the highest mobility benefits to travelers in the Tuolumne County area. If you have any questions please do not hesitate to contact Annette Clark of my staff at (209) 948-3975, or me at (209) 948-7906.

Sincerely,

3/20/08

Ken Baxter
Deputy Director
Division of Planning and Local Assistance
Caltrans District 10

Date

3/28/08

Peter Rei,
Executive Director
Tuolumne County Transportation Commission

Date

C: Darin Grossi, Deputy Executive Director, Tuolumne County Transportation Commission

"Caltrans improves mobility across California"

FIGURE 5.0: Glossary of Terms

AC	Asphalt Concrete
ADA	Americans with Disabilities Act of 1990
ADT	Average Daily Traffic
AADT	Average Annual Daily Traffic
ATIS	Advanced Traveler Information Systems
CCTV	Closed Circuit Television
CEQA	California Environmental Quality Act
CHIN	Caltrans Highway Information Network
CHP	California Highway Patrol
CMIA	Corridor Mobility Improvement Account
CMS	Changeable Message Sign
CSMP	Corridor System Management Plan
CSS	Context Sensitive Solutions
CTC	California Transportation Commission
EMS	Extinguishable Message Sign
F&E	Freeway and Expressway
HAR	Highway Advisory Radio
IRRS	Interregional Road System
ITS	Intelligent Transportation Systems
LOS	Level of Service
HAR	Highway Advisory Radio
NEPA	National Environmental Policy Act
NHS	National Highway System
OSM&I-ESC	Office of Structures Maintenance and Investigations of Engineering Service Center
PCS	Pavement Condition Survey
PeMS	Performance Monitoring System
ROW	Right of Way
RTP	Regional Transportation Plan
RWIS	Road Weather Information Systems
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations Protection Program
SHS	State Highway System
SR	State Route
STA	Stanislaus
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
STRAIN	Structures Replacement and Improvement Needs
TASAS	Traffic Accident Surveillance and Analysis System
TCR	Transportation Concept Report
TCTC	Tuolumne County Transportation Council
TDM	Transportation Demand Management
TMC	Transportation Management Center
TMS	Traffic Monitoring Stations
TUO	Tuolumne
UTC	Ultimate Transportation Corridor