SR-108

AUGUST 2014

Stanislaus County

Tuolumne County

CALTRANS DISTRICT 10

State Route 108

TRANSPORTATION CONCEPT REPORT

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INTRODUCTION TO THE TRANSPORTATION CONCEPT REPORT

What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service (LOS) and quality of operations that are feasible to attain over a twenty-year period as indicated in the route concept.

The concept facility will provide the amount of vehicle-carrying capacity necessary to achieve the concept LOS and, in some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a concept.

In addition to the 20-year route concept, the TCR includes an ultimate concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate concepts must be used cautiously however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State Highway System (SHS), Caltrans establishes a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

State highways within each local jurisdiction should be recognized and included in the circulation element of the General Plan. The jurisdiction should also adopt the concept LOS standard (the minimum level or quality of operations that is appropriate for each route segment and is considered to be reasonably attainable within the 20-year planning period) indicated in the TCR, along with the concept improvements described in the TCR as necessary to meet the concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements. Typical concept LOS standards in District 10 are LOS 'C' in rural areas and LOS 'D' in urban areas.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access, in one place in the document, all the necessary data and information that pertains to a particular segment of the route.

This format creates a certain amount of repetition in the TCR, as the route is divided into segments for analysis. Each segment's fact sheet contains a variety of technical, statistical, cultural, environmental and other useful information that provide a deeper understanding of the route and a context for the concepts developed for it.

TCRs also include estimated right-of-way widths, and a scan of environmental resources and issues known to exist in the vicinity of the highway. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs and environmental resources cannot be defined until the appropriate environmental and engineering studies are completed.

In the back of the TCR is a glossary of terms and acronyms used for this report.

Concept Improvements

The range of improvements available to achieve a route concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in route concept improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 10 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, ports, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles, used occasionally by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as concept improvements.

Where a LOS is 'F', the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a concept LOS 'F' is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy to optimizing the segment operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily-congested urban route segments. The results of this analysis will determine which specific operational improvements will become concept improvements.

District 10 strives to improve the quality and usefulness of its TCRs. Future updates will be expanded to include performance measures and, if available, plans that help incorporate specific, context-sensitive features into highway projects.

EXECUTIVE SUMMARY

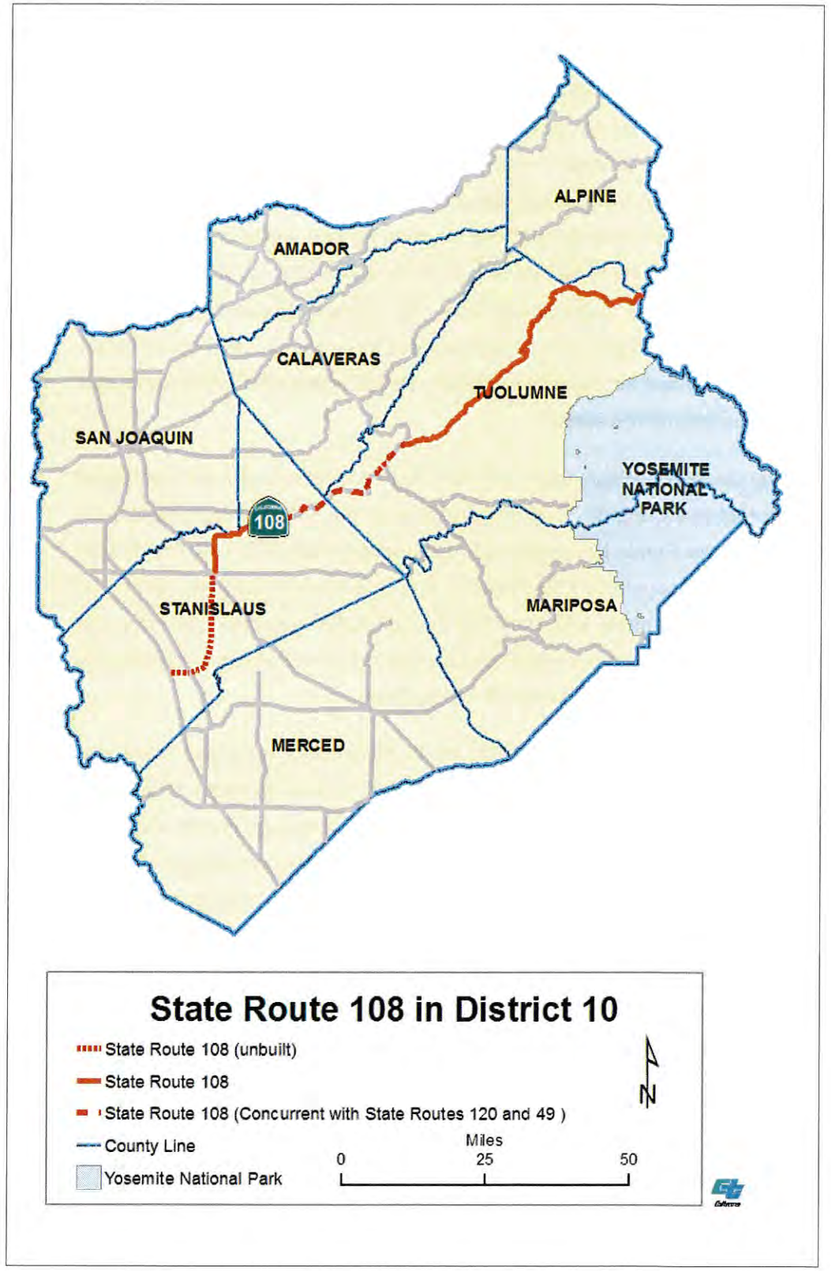
The TCR provides long range system planning for highways, and identifies the potential future need for capacity increasing improvements. Employing Highway Capacity Manual (HCM) methodologies, the TCR projects current traffic volumes twenty years into the future and compares future outcomes with the current facility and concept LOS, recommends future concept facilities, and defines the Ultimate Transportation Corridor (UTC) needed for the preservation of future right of way beyond its twenty year planning horizon.

This TCR primarily addresses the portion of State Route 108 that originates in Stanislaus County (STA). The portion of SR-108 that runs through Tuolumne County (TUO) has been addressed through a Corridor System Management Plan as part of the bond funding for the East Sonora Bypass Stage II. Segment factsheets are included, but the CSMP remains the primary document. SR-108 (with the exception of the unbuilt portion) is on the Interregional Road System (IRRS). The concept LOS standard for facilities with an IRRS designation in District 10 is 'D' for urban and 'C' for rural. As SR-108 is on the Freeway and Expressway system, the design requirements for future facilities would be expressway at a minimum. Currently, no freeway agreements exist along SR-108 in Stanislaus County.

The Federal Highway Administration (FHWA) had functionally classified SR-108 as a Principal Arterial in urban contexts, and as a Minor Arterial or Major Collector in a rural context as indicated in the most recent California Road System (CRS) maps. Principal arterial segments of STA-108 are on the National Highway System (NHS). SR-108 is not a component of the Strategic Highway Network (STRAHNET), though a military base is present on the route in Mono County (U.S. Marine Corps Mountain Training Facility). Portions of SR-108 are Terminal Access Routes consistent with the Surface Transportation Assistance Act's provisions (for STA-108, this would be from Yosemite Avenue (SR-120) south to the intersection of McHenry Road and Needham Street; and for TUO-108, from the SR-108 and SR-120 split eastward to Strawberry). SR-108 is pedestrian and bicycle accessible; and, is not designated but is considered eligible for State or federal scenic highway status within Tuolumne County.

Current and future LOS for SR-108 are deficient in Stanislaus County. Future development of the North County Corridor will address these needs . No deficiencies are reported for Tuolumne County.

Initial planning documents do not consider costs, design, or prioritization, and are subject to refinement and revision as better information or methods become available. The information provided reflects best practices and do not necessarily constitute standards, specifications, or regulations. Every effort has been made by the District 10 Planning Division to ensure the accuracy and precision of the data presented.



STANISLAUS COUNTY SUMMARY

Of the State highways within Stanislaus County, SR-108 provides a home to work commute from the northern county into Modesto. It may also provide a home to work commute to the Bay Area via SR-219 onto SR-99 or via SR-120.

Ten segments of SR-108 are analyzed in Stanislaus County. Division of highways into segments for purposes of system evaluation and analysis follow considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency; however, one segment (Segment 1) has yet to be built or funded for; and modeling dictated that Segments 4 and 5 be addressed as one. This method deviates from that suggested in HCM (2000) p.21-13, but provides for a more concise characterization for the need for capacity increases, verses operation improvements outside this document's scope.

Rural segments' (Segments 7 and 9) current and future LOS are determined with Highway Capacity Software's (HCS version 5.3) two lane highway module, and the Florida Department of Transportation's (FDOT) HIGHPLAN software. Urban segments' (Segments 2, 3, 4, 5, 6, 8 and 10) current and future LOS are determined with the FDOT's ARTPLAN software—presently, the HCS version 5.3 urban streets modules has not been deployed. All modeling softwares used are consistent with HCM (2010).

The necessity of employing ARTPLAN to characterize signalized street segments presented issues on the portion of SR-108 that conforms to McHenry Avenue in the City of Modesto. A significant large change in both traffic volume and street configuration occur near the intersection with Briggsmore Avenue but the change can be included in the software and permits treatment of the entire McHenry Avenue between Needham Street and Kiernan Avenue (SR-219). Though different LOS may be ascribed to the two segments (Needham Street to Briggsmore Avenue; and Briggsmore Avenue to Kiernan Avenue), several of the signalized sections within the segment function to characterize segment LOS (particularly, Granger Avenue to Briggsmore Avenue, Woodrow Avenue to Standiford Avenue), with those two sections better suited to operational improvement than capacity improvement.

Segment 1 presents several issues. Although SR-108 is characterized as originating from I-5 through to SR-99 near Modesto, the precise route has been unspecified, and there is no future right-of-way currently in Caltrans ownership. Generally, the future route is assigned from the Crow's Landing/ Fink Road Interchange and roughly following the route of Crow's Landing Road. It may be in the context of local transportation planning priorities that envision construction of Crow's Landing Road to expressway design standard which allow completion of the legislative mandate, but this appears unclear given the new alignment given to SR-108 associated with the North County Corridor (Stanislaus Council of Governments, (STANCOG) Regional Transportation Plan 2011 (RTP)) which may require realignment of this segment farther north, possibly north relative to SR-132.

SR-108 serves the Cities of Modesto, Riverbank, and Oakdale, both performing as, and providing access to, each city's commercial and retail centers. Historically, each city functioned as a rail entrepot for agricultural goods. Given the large local population, the majority of residents likely depend upon non-farm sector employment, though major regional employers include industries associated with agriculture, particularly canneries.

According to the 2010 census, there appear to be prominent differences in the demographic composition of the three cities particularly the segment that self reports as 'Latino/Hispanic of any race'. Modesto, a city of 200,000, has an ethnic composition of 65% white, 4.2% African American, 1.2% Native American, 6.7% Asian, and 1.0% Pacific Islander. Nearly a third of the population in Modesto identifies as Latino/ Hispanic. The City of Riverbank reports a similar ethnic composition (65.9% white, 2.1% African American, 1.2% Native American, 3.4% Asian, and 0.4% Pacific Islander), but that the number self identified as Hispanics is just over half (52.1%). The City of Oakdale reports the least diverse ethnic composition (80.1% white, 0.8% African American, 1.0% Native American, 2.2% Asian, 0.2% Pacific Islander) with the number of self reported Latino/ Hispanics at 26.1%. The three cities have similar age structures to the population, with almost twice as many people under the age of 18 (26.8%, 31% and 27.9% respectively) than are over the age of 65 (11.7%, 8.3%, and 12.8% respectively). Modesto reports 69,107 households with 57% owner occupied with an average family size of 3.38 persons; for Riverbank, it is 6,579 households with 72.2% owner occupied with an average family size of 3.76 persons; and, for Oakdale it is 7,288 households with 58.7% owner occupied with an average family size of 3.28 persons. Median household income is below that for the State ($46,816), $40,393 for Modesto, $44,668 for Riverbank, and $39,338 for Oakdale (2000 Census). The percentage of total population below the federal poverty line is 15.7%, 12.3%, and 11.3% respectively compared to 16% for Stanislaus County, and 14.2% for California (2000 Census).

The general trend in developing and improving the State transportation system's surface highways has been to develop and maintain routes within a rural low population density context, often by abandoning routes that travel through urban cores by relinquishment of the existing alignment for new alignments that encircle or bypass the population centers. Historically, the route for the constructed portion of SR-108 reflects early twentieth century transportation planning priorities that emphasized the interregional transport of unfinished goods and materials (rather than the current emphasis on conveying people) from the hinterlands to the urban centers; and its alignment has remained largely unaltered. Transforming SR-108 into a route that best conveys commuter travel between, and through the cities of Stanislaus County remains a challenge. The currently proposed North County Corridor intends to address this, by abandoning the segment that runs through the City of Modesto, in favor of an expressway that connects Riverbank and Oakdale to SR-99 near Salida, through undeveloped farmland.

Outside of the two rural segments, past land use in the three municipalities constrains highway improvements to operational rather than capacity increasing. Within the three cities, the highway defines primary access to local commercial and retail centers, and is subject to short intersection spacing, and high numbers of access points that conflict with Highway Design Manual standards for expressways. Until the construction of new alignment, efforts to maintain performance may be limited to reducing access points through the development of an access management plan. For this reason, concept facilities within these constraints retain existing lane configurations of a conventional highway, while new alignments will express appropriate lane capacity to address need.

With SR-108 serving urban areas within three cities, substantial opportunities for multimodal transportation exist. Both the Stanislaus Rapid Transit District (StaRTD) and Modesto Area Express (MAX) deploy fixed route buses along the McHenry corridor, StaRTD Route 60 travels on SR-108 from the Briggsmore Avenue Intersection to Oakdale, and the MAX Route 22 follows McHenry Avenue from Needham to Standiford Avenue. The entire route is

Class III bicycle lane with the exception of a portion of Santa Fe Street in Riverbank that is Class II. Planned upgrades to Class II are indicated along McHenry north of Pelandale Avenue to Patterson Road, and along Needham Avenue.

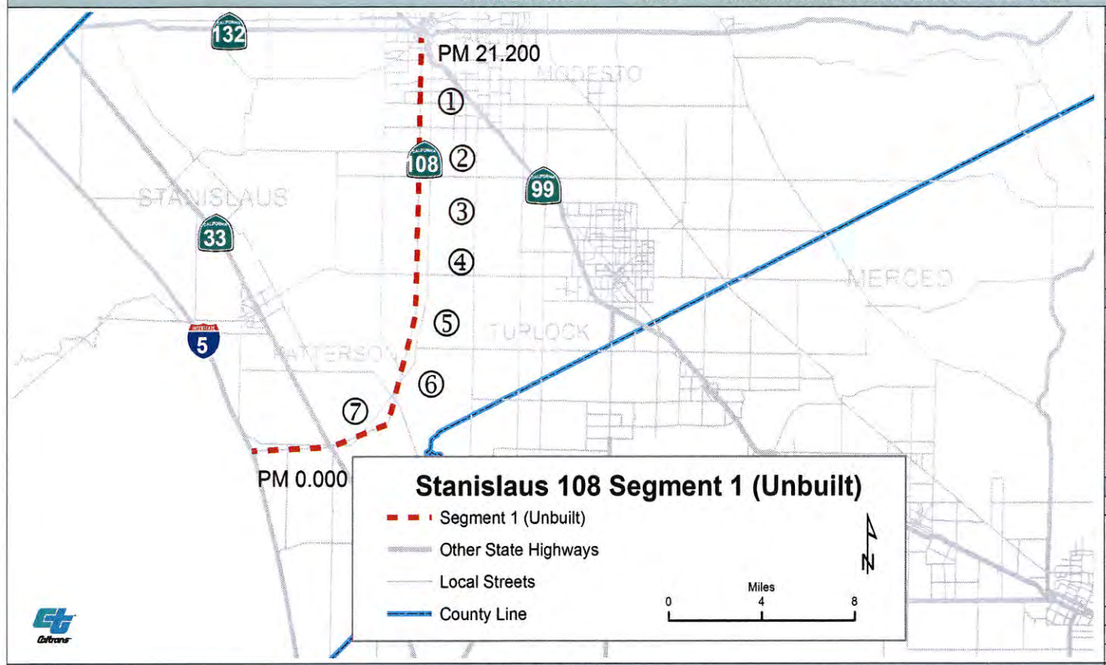
Much more may be done to address pedestrian needs beyond the sidewalks within the three cities, however operational or safety needs within the overall County would not justify the expenditure (see Figure 3-4 Pedestrian Collision Map, and pp.10-12, *Non-Motorized Transportation Plan*, 2008). Independent of the local planning priorities, Caltrans will monitor and address safety and operational deficiencies that arise on SR-108 as needs arise consistent with its role as the planner for interregional transportation.

SR-108 does not have a significant role in the interregional movement of goods and services within Stanislaus County. Between Ninth Street (PM R22.438) and McHenry Avenue at (PM 23.080) SR-108 is a California Legal Truck Route. The rest of the route meets Surface Transportation Assistance Act terminal access standards, and connects to the National Network by either SR-219 or SR-120.

With the inclusion of the North County Corridor in the RTP all deficient highway segments of SR-108 would be considered addressed. Interim operational improvements should be undertaken on the route as means to address future relinquishment in a state of good repair. Because all of the urban segments underperform to LOS standards because volume exceeds capacity, other performance measures should be considered to assess need and performance during the interim, in light of current fiscal shortfalls.

STANISLAUS COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 1**



Segment Location:

Description:	From I-5 to Modesto (unbuilt)		
Post Mile:	0.000/21.200	**Rural/Urban/Urbanized:**	Rural
Length:	~21.200	**Within City Limits:**	No
Functional Classification:	N/A	**Local Planning Jurisdiction:**	Stanislaus County
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	N/A	**Lane Width (ft.):**	N/A
Terrain:	N/A	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	N/A
Accessible to Bicycles:	N/A	**Median Width (ft.):**	N/A
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	N/A	**Scenic Highway (Designated):**	N/A
Facility Type:	N/A	**Scenic Highway (Eligible)**	N/A
Interregional Road System:	No	**Trucking Network**	
High Emphasis Route:	N/A	**National Network, Terminal Access**	N/A
Focus Route/Gateway Route:	N/A	**Surface Transportation Assistance Act (STAA)**	N/A
National Highway System	N/A	**California Legal:**	N/A
Freeway Expressway System	N/A	**Advisory**	N/A
Strategic Highway Network	N/A	**Additional Restrictions**	N/A
Freeway Agreement:	N/A	**Access to Intermodal Freight Facility**	N/A

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	N/A
Wetlands:	N/A	**Leaking Underground Tanks:**	N/A
Special Status Species:	N/A	**Possible Hazardous Waste:**	N/A

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

		2010		2020		2030	
Posted Speed:	55 MPH	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Existing Facility:	N/A						
Level of Service:		N/A	N/A	N/A	N/A	N/A	N/A
Volume/Capacity:		N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:		N/A		N/A		N/A	
Average Daily Traffic:		N/A		N/A		N/A	
Peak Hour Directional Split:		N/A		N/A		N/A	
Truck Volume % of Total ADT:		N/A		N/A		N/A	
Peak Hour % of Trucks:		N/A		N/A		N/A	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No No	Yes/No No	Yes/No No	Yes/No No
PM	PM	PM	PM
Location	Location	Location	Location
Class			
LOS			

Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No No	Yes/No No	Yes/No No	Yes/No No
PM	PM	PM	PM
Location	Location	Location	Location
LOS			

Segment Route Concept

Concept Level of Service:		C
Concept Facility	2030	N/A
Ultimate Transportation Corridor:		N/A

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
N/A	N/A		

① *Planned* ❶ *Programmed Projects*

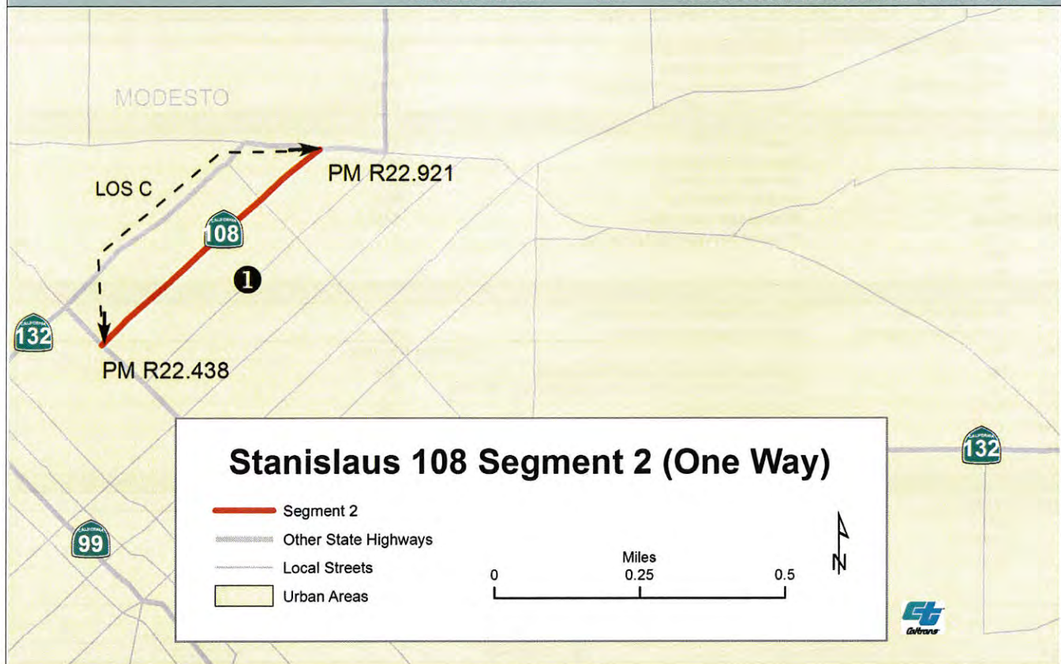
	Post Mile	Location	Description
①	N/A	Whitmore Avenue to SR-99*	Widen from four to six lanes
②	N/A	Keyes Road to Monte Vista Avenue*	Widen to three lanes
③	N/A	Monte Vista Avenue to W. Main Street *	Widen to three lanes
④	N/A	W. Main Street to Harding Road*	Widen to three lanes
⑤	N/A	Harding Road to Carpenter Road*	Widen to three lanes
⑥	N/A	Carpenter Road to River Road/Marshall Road*	Widen to three lanes
⑦	N/A	River Road/Marshall Road to State Route 33*	Widen to three lanes
●		Alignment does not exist, no programmed projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments: *Planned improvements to Crows Landing Road, which is not currently part of the State Highway System

STANISLAUS COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 2**



Segment Location:

Description:	From Ninth Street (SR-132), eastbound on 'K' Street		
Post Mile:	R22.438/R22.921	**Rural/Urban/Urbanized:**	Urban
Length:	0.483	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Modesto
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	3	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	50
Grade %	N/A	**Shoulder Width (ft.):**	3
Accessible to Bicycles:	Yes	**Median Width (ft.):**	N/A
Bridge Needs		**Distressed Lane Miles**	1.00
Postmile	N/A	**Present Serviceability Rating**	3
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	N/A
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	Low
Wetlands:	Low	**Leaking Underground Tanks:**	Moderate
Special Status Species:	Low	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

	2010		2020		2030	
Posted Speed: 35 MPH						
Existing Facility: 3 lane conventional	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**
Level of Service:	N/A	D	N/A	E	N/A	E
Volume/Capacity:	N/A	0.58	N/A	0.63	N/A	0.76
Peak Hour Volume:	460		500		600	
Average Daily Traffic:	4,450		5,100		5,900	
Peak Hour Directional Split:	100/0		100/0		100/0	
Truck Volume % of Total ADT:	3.2		3.2		3.2	
Peak Hour % of Trucks:	2.6		2.6		2.6	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/R22.921	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/R22.921	PM		PM		PM	
Location	On Route	Location		Location		Location	
LOS	N/A						

Segment Route Concept

Concept Level of Service:		D
Concept Facility	**2030**	3 lane conventional
Ultimate Transportation Corridor:		4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	None reported for this segment		

① Planned ❶ Programmed Projects

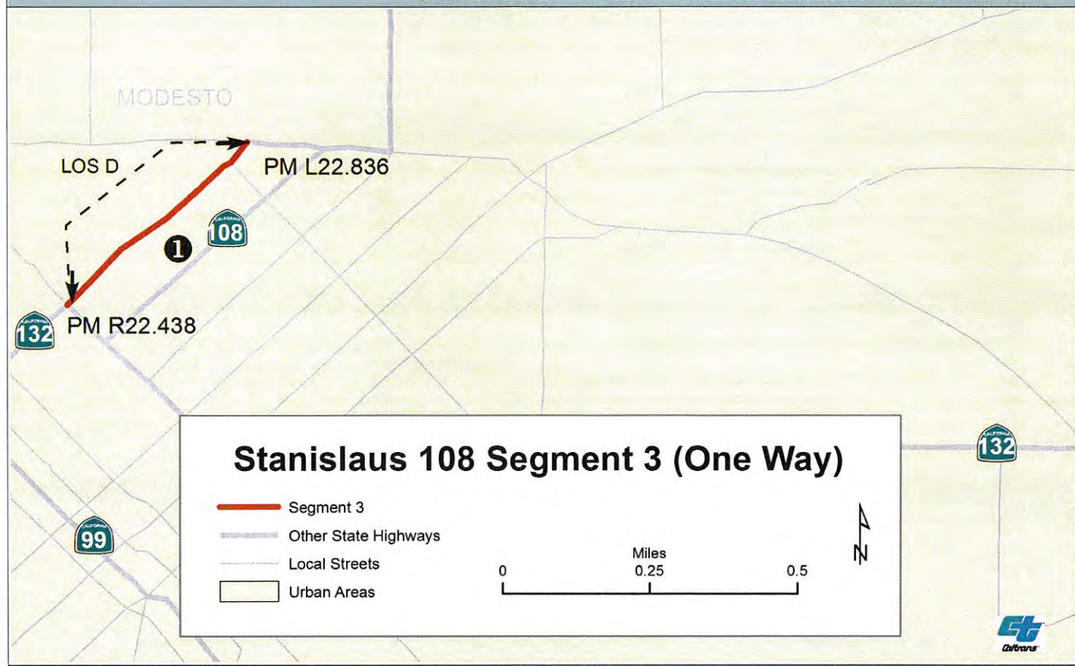
	Post Mile	Location	Description
○		No planned transportation projects were identified for this segment.	
❶	N/A	North County Corridor	New two to six lane expressway SR-99 to McHenry

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 3

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 3**



Segment Location:

Description:	From Needham westbound on 'L' Street		
Post Mile:	R22.438/L22.836	**Rural/Urban/Urbanized:**	Urban
Length:	0.398	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Modesto
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	3	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	50
Grade %	N/A	**Shoulder Width (ft.):**	3
Accessible to Bicycles:	Yes	**Median Width (ft.):**	N/A
Bridge Needs		**Distressed Lane Miles**	1.00
Postmile	N/A	**Present Serviceability Rating**	3
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	N/A
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	Moderate
Wetlands:	Low	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Low	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

Posted Speed: 35 MPH	2010		2020		2030	
Existing Facility: 3 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	N/A	D	N/A	E	N/A	E
Volume/Capacity:	N/A	0.35	N/A	0.42	N/A	0.52
Peak Hour Volume:	480		600		700	
Average Daily Traffic:	4,650		5,700		7,000	
Peak Hour Directional Split:	100/0		100/0		100/0	
Truck Volume % of Total ADT:	3.4		3.4		3.4	
Peak Hour % of Trucks:	2.7		2.7		2.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/L22.836	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/L22.836	PM		PM		PM	
Location	On Route	Location		Location		Location	
LOS	N/A						

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	3 lane conventional
Ultimate Transportation Corridor:		4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

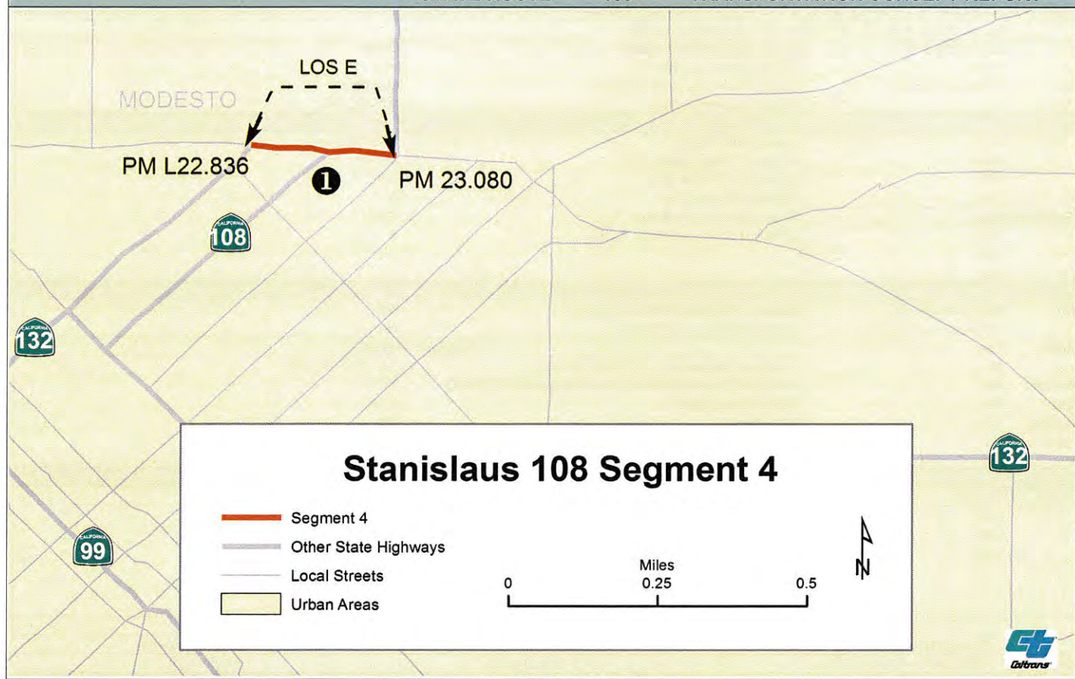
Planned *Programmed Projects*

Post Mile	Location	Description
	No planned transportation projects were identified for this segment.	
N/A	North County Corridor	New two to six lane expressway SR-99 to McHenry

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 4**



Segment Location:

Description:	Needham Street to McHenry Avenue		
Post Mile:	L22.836/23.080	**Rural/Urban/Urbanized:**	Urban
Length:	0.244	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Modesto
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	4	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	52
Grade %	N/A	**Shoulder Width (ft.):**	2
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	1.00
Postmile	N/A	**Present Serviceability Rating**	3
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	N/A
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	Low
Wetlands:	Low	**Leaking Underground Tanks:**	Moderate
Special Status Species:	Low	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

	2010		2020		2030	
Posted Speed: 35 MPH						
Existing Facility: 4 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	N/A	E	N/A	F	N/A	F
Volume/Capacity:	N/A	>1	N/A	>1	N/A	>1
Peak Hour Volume:	1,400		1,900		2,500	
Average Daily Traffic:	15,600		1,900		24,700	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	3.4		3.4		3.4	
Peak Hour % of Trucks:	2.7		2.7		2.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	L22.836/23.080	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	L22.836/23.080	PM		PM		PM	
Location	On Route	Location		Location		Location	
LOS	N/A						

Segment Route Concept

Concept Level of Service:	D
Concept Facility 2030	4 lane expressway
Ultimate Transportation Corridor:	4 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	None reported for this segment		

① Planned *❶ Programmed Projects*

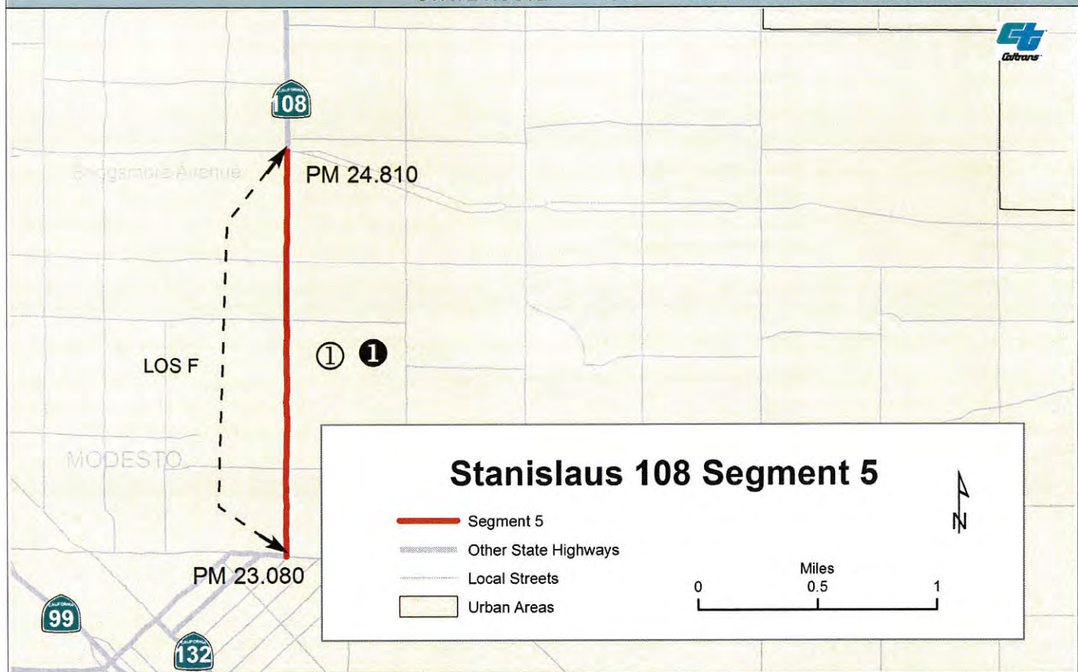
	Post Mile	Location	Description
❍		No planned transportation projects were identified for this segment.	
❶	N/A	North County Corridor	New two to six lane expressway SR-99 to McHenry

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 5**



Segment Location:

Description:	On McHenry Avenue, Needham to Briggsmore Avenue		
Post Mile:	23.080/24.810	**Rural/Urban/Urbanized:**	Urban
Length:	1.730	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Modesto
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	4	**Lane Width (ft.):**	11.5-12
Terrain:	Level	**Right of Way Width (ft.):**	56-91
Grade %	N/A	**Shoulder Width (ft.):**	0-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	1.40
Postmile	N/A	**Present Serviceability Rating**	3
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	Low
Wetlands:	Low	**Leaking Underground Tanks:**	High
Special Status Species:	Low	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

	2010		2020		2030	
Posted Speed: 35 MPH						
Existing Facility: 4 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	N/A	F	N/A	F	N/A	F
Volume/Capacity:	N/A	>1	N/A	>1	N/A	>1
Peak Hour Volume:	2,550		3,500		4,400	
Average Daily Traffic:	28,450		34,500		43,500	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	3.4		3.4		3.4	
Peak Hour % of Trucks:	2.7		2.7		2.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	23.080/24.810	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	23.080/24.810	PM		PM		PM	23.08/24.8
Location	On Route	Location		Location		Location	Modesto
LOS	N/A						

Segment Route Concept

Concept Level of Service:		D
Concept Facility	**2030**	4 lane expressway
Ultimate Transportation Corridor:		4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	None reported for this segment		

① *Planned* ❶ *Programmed Projects*

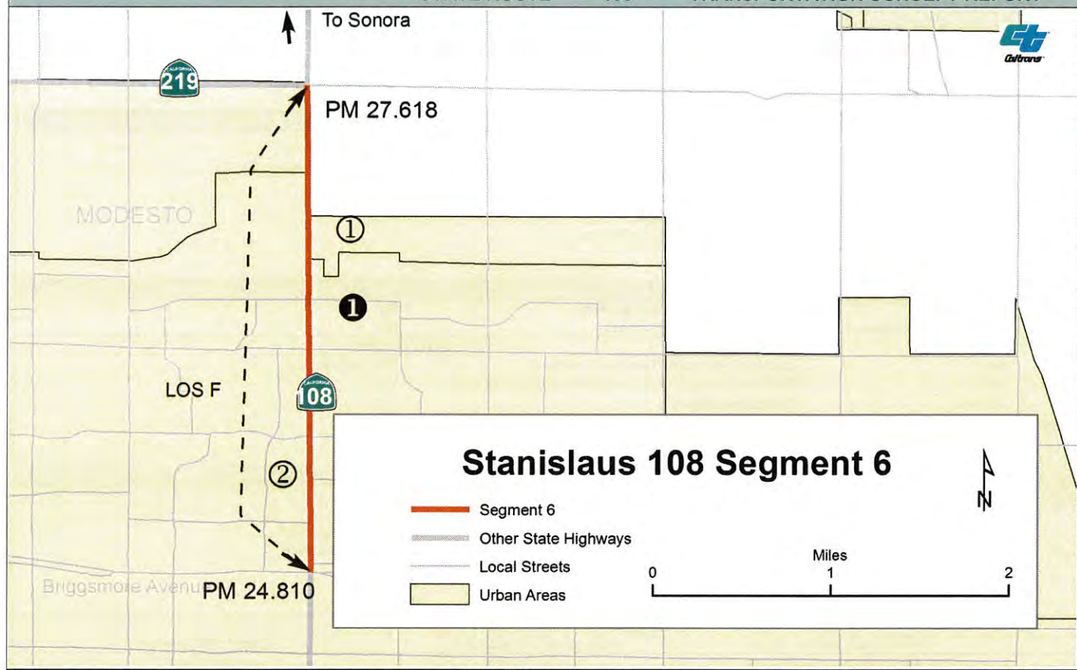
	Post Mile	Location	Description
①	23.08/24.81	Needham Road	Widen to six lanes
❶	N/A	North County	New two to six lane expressway SR-99 to McHenry

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 6**



Segment Location:

Description:	Briggsmore Avenue to Kiernan Road (SR-219)		
Post Mile:	24.810/27.618	**Rural/Urban/Urbanized:**	Urban
Length:	2.808	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Modesto
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	6	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	64-93
Grade %	N/A	**Shoulder Width (ft.):**	2-10
Accessible to Bicycles:	Yes	**Median Width (ft.):**	12
Bridge Needs		**Distressed Lane Miles**	2.50
Postmile	N/A	**Present Serviceability Rating**	3
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	Moderate
Wetlands:	Low	**Leaking Underground Tanks:**	Moderate to High
Special Status Species:	Low	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

Posted Speed: 35 MPH	2010		2020		2030	
Existing Facility: 6 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	N/A	F	N/A	F	N/A	F
Volume/Capacity:	N/A	>1	N/A	>1	N/A	>1
Peak Hour Volume:	2,431		3,700		5,300	
Average Daily Traffic:	27,218		37,300		52,900	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	3.8		3.8		3.8	
Peak Hour % of Trucks:	3.0		3.0		3.0	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	24.810/27.618	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	24.810/27.618	PM		PM		PM	24.80/27.6
Location	On Route	Location		Location		Location	Modesto to Oakdale
LOS	N/A						

Segment Route Concept

Concept Level of Service:		D
Concept Facility	**2030**	4 lane expressway
Ultimate Transportation Corridor:		4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	None reported for this segment		

① *Planned* ❶ *Programmed Projects*

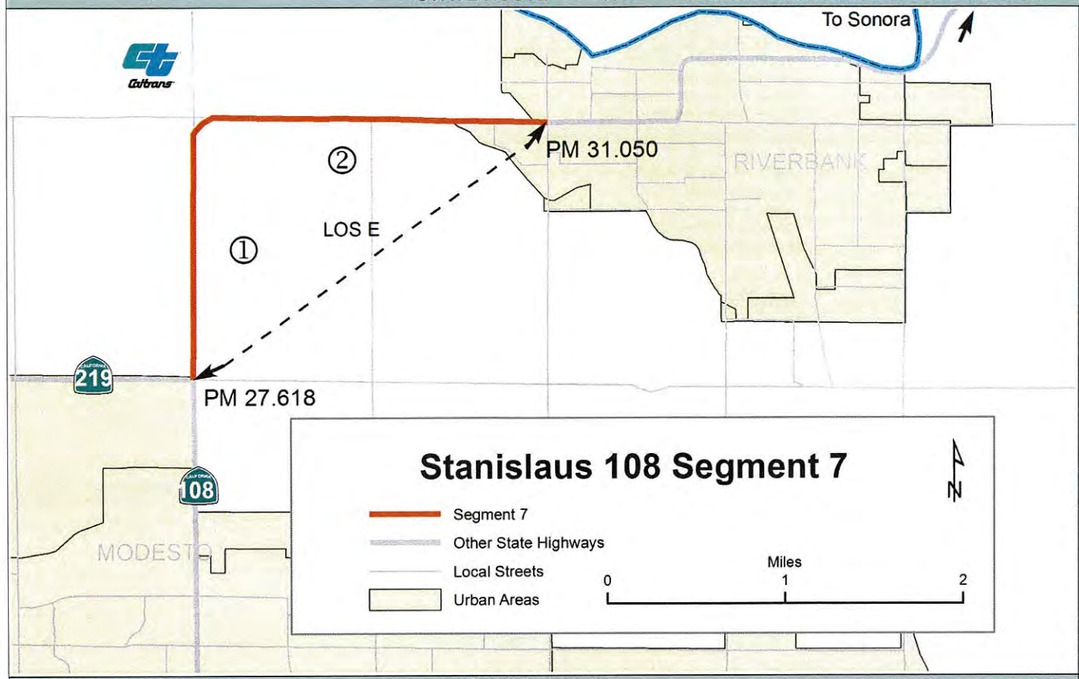
	Post Mile	Location	Description
①	26.06/29.15	Standiford Avenue to General Plan boundary	Widen from four to six lanes
②	26.51/26.81	Approximately from Coralwood Road to West side of Claratina Avenue	Widen from six to eight lanes
❶	N/A	North County Corridor	New two to six lane expressway SR-99 to McHenry

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 7**



Segment Location:

Description:	Kiernan Road (SR-219) to Oakdale Road		
Post Mile:	27.618/31.050	**Rural/Urban/Urbanized:**	Rural
Length:	3.432	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Stanislaus County
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	68
Grade %	N/A	**Shoulder Width (ft.):**	0-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	9.10
Postmile	N/A	**Present Serviceability Rating**	2
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Partial	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	Moderate
Wetlands:	Low to Moderate	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Low	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

	2010		2020		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	E	E	E	E	F	F
Volume/Capacity:	0.57	0.59	0.89	0.89	1.24	1.20
Peak Hour Volume:	1,605		2,500		3,400	
Average Daily Traffic:	18,383		24,800		33,500	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	6.0		6.0		6.0	
Peak Hour % of Trucks:	4.8		4.8		4.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	27.618/31.050	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	27.618/31.050
Location		Location		Location		Location	Modesto to Oakdale
LOS							

Segment Route Concept

Concept Level of Service:		C
Concept Facility	2030	4 lane expressway
Ultimate Transportation Corridor:		4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	None reported for this segment		

① *Planned* ❶ *Programmed Projects*

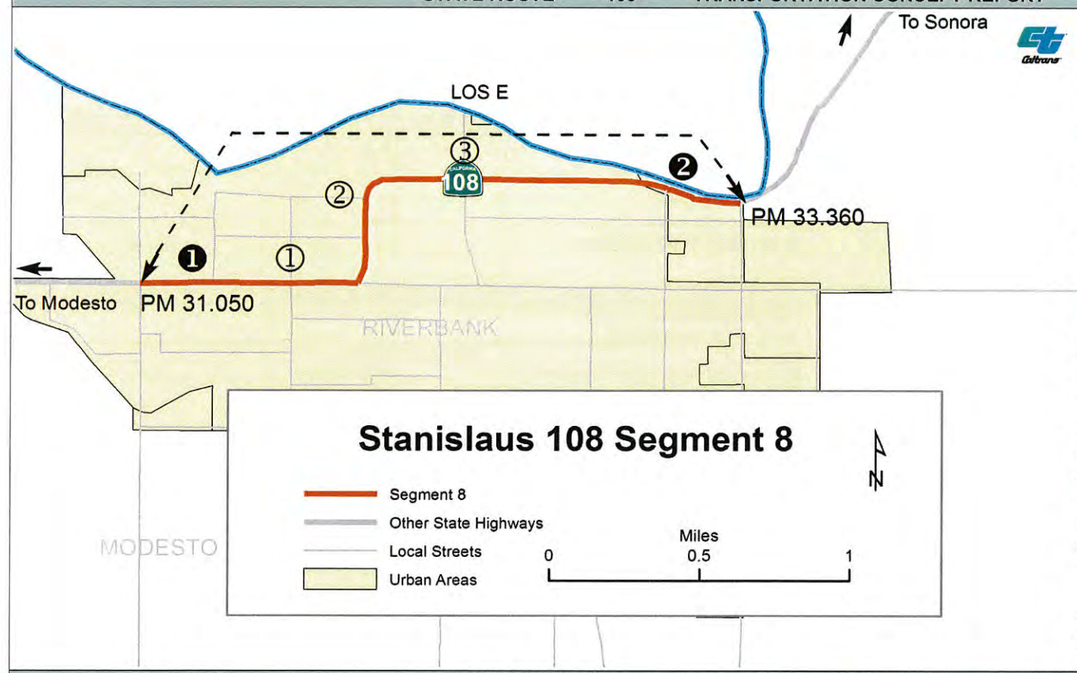
	Post Mile	Location	Description
①	26.06/29.15	Standiford Avenue to General Plan boundary	Widen from four to six lanes
②	N/A	North County Corridor (phase II)	McHenry to SR120/SR108
●		No programmed projects identified for this segment	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 8**



Segment Location:

Description:	Oakdale Road to Claus Road		
Post Mile:	31.050/33.360	**Rural/Urban/Urbanized:**	Urban
Length:	2.310	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Riverbank
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	40
Grade %	N/A	**Shoulder Width (ft.):**	4-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	3.70
Postmile	N/A	**Present Serviceability Rating**	2
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	100 year	**Cultural Resources:**	Moderate
Wetlands:	Low	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Low to Moderate	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

Posted Speed: 35 MPH	2010		2020		2030	
Existing Facility: 2 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	N/A	F	N/A	F	N/A	F
Volume/Capacity:	N/A	>1	N/A	>1	N/A	>1
Peak Hour Volume:	1,558		2,600		3,600	
Average Daily Traffic:	18,329		25,500		35,500	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	6.0		6.0		6.0	
Peak Hour % of Trucks:	4.8		4.8		4.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	31.050/33.360	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	31.050/33.360	PM		PM		PM	31.050/33.360
Location	On Route	Location		Location		Location	Modesto to Oakdale
LOS	N/A						

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	4 lane expressway
Ultimate Transportation Corridor:		4 lane expressway

Comments:

① *Planned* ❶ *Programmed Projects*

	Post Mile	Location	Description
①	N/A	North County Corridor (phase II)	Mc Henry to SR120/SR108
②	32.010	Callendar Ave (SR-108) and Santa Fe Street	Install Traffic Signal
③	32.452	Atchison and First	Right turn lane on SB First Street
❶	31.2-31.3	Estelle Avenue Intersection	Widen and improve driveway access
❷	33.1-33.4	Riverbank Slope Protection	Slope Repair

Intelligent Transportation System (ITS) Elements & Detection

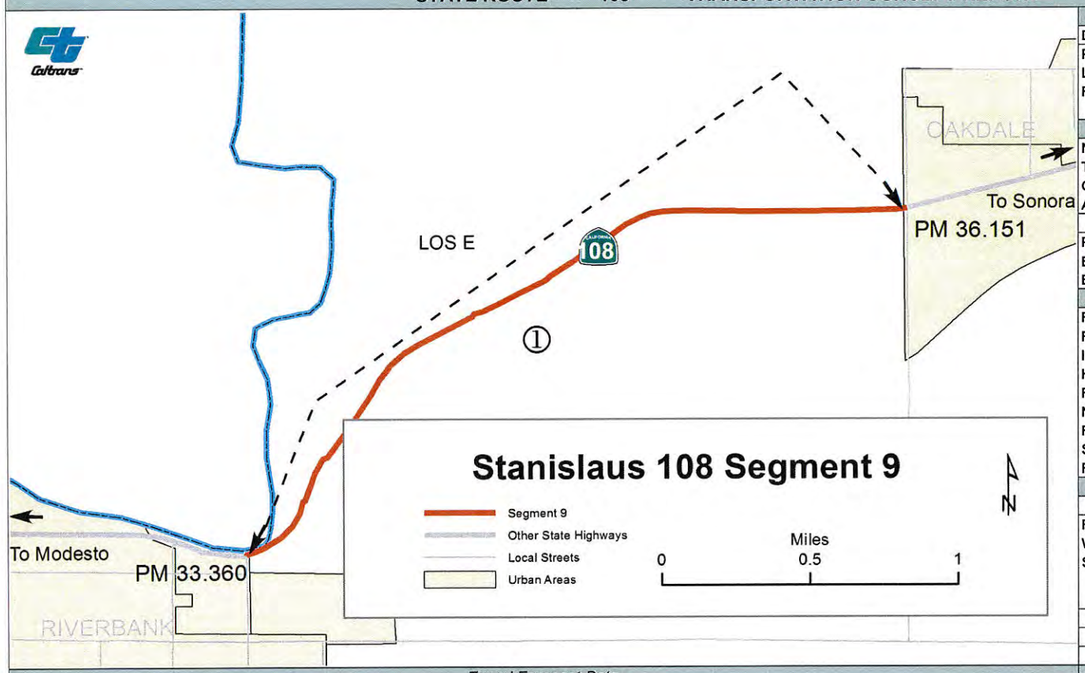
Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 9**



Segment Location:

Description:	Claus Road to Crane Road		
Post Mile:	33.360/36.151	**Rural/Urban/Urbanized:**	Rural
Length:	2.791	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Stanislaus County
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	40
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	7.00
Postmile	N/A	**Present Serviceability Rating**	2
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	100 year	**Cultural Resources:**	Moderate
Wetlands:	Low	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Low to Moderate	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

	2010		2020		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	E	E	E	E	F	F
Volume/Capacity:	0.59	0.54	0.92	0.71	1.24	1.08
Peak Hour Volume:	1,500		2,300		3,000	
Average Daily Traffic:	17,850		23,200		30,400	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	6.0		6.0		6.0	
Peak Hour % of Trucks:	4.8		4.8		4.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	33.360/36.151	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	33.360/36.151
Location		Location		Location		Location	Modesto to Oakdale
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	4 lane expressway
Ultimate Transportation Corridor:	4 lane expressway
Comments:	

① *Planned* ❶ *Programmed Projects*

Post Mile	Location	Description
① N/A	North County Corridor (phase II)	Mc Henry to SR120/SR108
●	No programmed projects identified for this segment	

Intelligent Transportation System (ITS) Elements & Detection

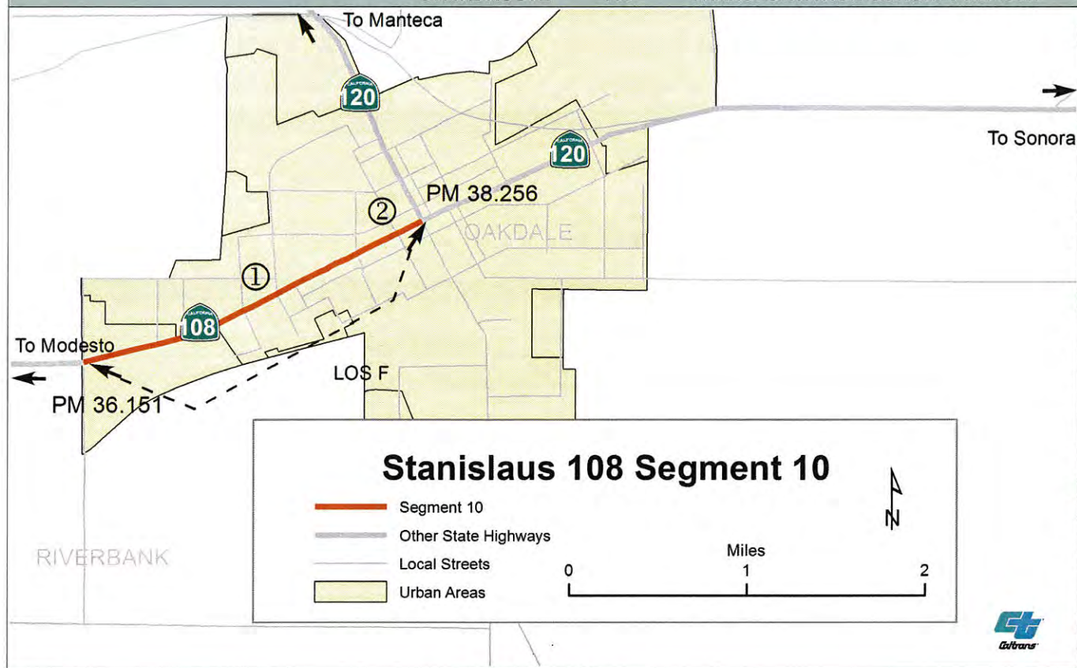
Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 10

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY** | **SEGMENT 10**



Segment Location:

Description:	Crane Road to Yosemite Boulevard (SR-120)		
Post Mile:	36.151/38.256	**Rural/Urban/Urbanized:**	Urban
Length:	2.105	**Within City Limits:**	Yes
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Oakdale
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Level	**Right of Way Width (ft.):**	44
Grade %	N/A	**Shoulder Width (ft.):**	8-10
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	3.20
Postmile	N/A	**Present Serviceability Rating**	2
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional Highway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	500 year	**Cultural Resources:**	Moderate
Wetlands:	Low to Moderate	**Leaking Underground Tanks:**	Moderate
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Attainment--Maintenance	Non-Attainment	Attainment

Travel Forecast Data

Posted Speed: 30 MPH	2010		2020		2030	
Existing Facility: 2 lane conventional	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	N/A	F	N/A	F	N/A	F
Volume/Capacity:	N/A	>1	N/A	>1	N/A	>1
Peak Hour Volume:	1,659		2,600		3,500	
Average Daily Traffic:	18,643		25,100		34,600	
Peak Hour Directional Split:	50/50		50/50		50/50	
Truck Volume % of Total ADT:	6.0		6.0		6.0	
Peak Hour % of Trucks:	4.8		4.8		4.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	36.151/38.256	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	36.151/38.256	PM		PM		PM	36.151/38.256
Location	On Route	Location		Location		Location	Modesto to Oakdale
LOS	N/A						

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	4 lane expressway
Ultimate Transportation Corridor:		4 lane expressway
Comments:		

① *Planned* ❶ *Programmed Projects*

	Post Mile	Location	Description
①	N/A	North County Corridor (phase II)	Mc Henry to SR120/SR108
②	38.2	F Street (SR-108) and Third Street	Install Traffic Signal
●		No programmed projects identified for this segment	

Intelligent Transportation System (ITS) Elements & Detection

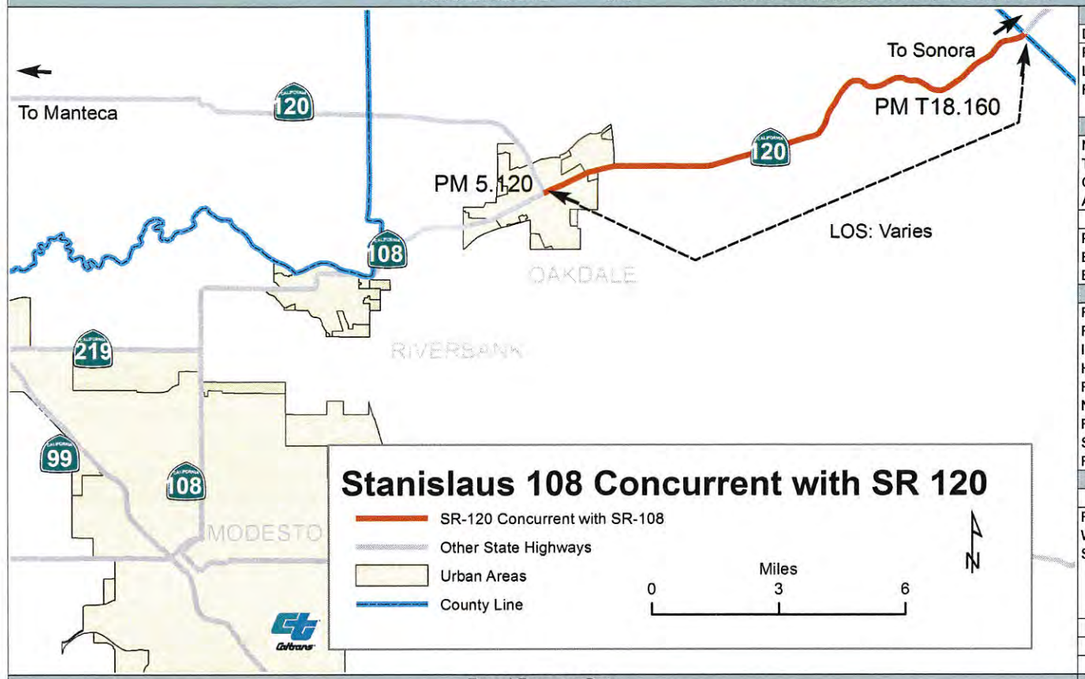
Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SR-120 CONCURRENT SEGMENT 1

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT | **STANISLAUS COUNTY SR 120- CONCURRENT SEGMENT 1**



Segment Location:

Description:	STA-120 from SR-108 to Tuolumne County Line		
Post Mile:	PM5.120/T18.160	**Rural/Urban/Urbanized:**	Urban and Rural
Length:	13.040	**Within City Limits:**	Yes PM 5.12/PM 6.04
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	City of Oakdale/Stanislaus County
		Other Agency/Entity	STANCOG

Roadbed Information (approximate)

Number of Lanes:	2-4	**Lane Width (ft.):**	12
Terrain:	Flat to Rolling	**Right of Way Width (ft.):**	60-120
Grade %	<3%	**Shoulder Width (ft.):**	0-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0-12
Bridge Needs		**Distressed Lane Miles:**	18.60
Postmile	N/A	**Present Serviceability Rating :**	3
Bridge#:	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Variable lanes and facility	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	Yes	**National Network, Terminal Access:**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System:	Yes	**Advisory :**	No
Strategic Highway Network:	No	**Additional Restrictions :**	None
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility:**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	Moderate to High
Wetlands:	Low to High	**Leaking Underground Tanks:**	Low to High
Special Status Species:	Low to High	**Possible Hazardous Waste:**	Low to Moderate

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Maintenance/ Attainment	Non-Attainment	Maintenance/ Attainment

Travel Forecast Data

	2010		2020		2030	
Posted Speed (MPH): 55						
Existing Facility:						
Variable lanes and facility	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**
Level of Service:	N/A	N/A	N/A	N/A	N/A	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Average Daily Traffic:	14,780		17,930		24,150	
Peak Hour Volume:	1,780		2,175		4,350	
Peak Hour Directional Split:	60/40		60/40		60/40	
Truck Volume % of ADT:	16.0		16.0		16.0	
Peak Hour % of Trucks:	12.8		12.8		12.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	5.120/ T18.160	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	5.120/ T18.160	PM		PM		PM	
Location	Partial	Location		Location		Location	
LOS	N/A						

Segment Route Concept

Concept Level of Service: N/A
Concept Facility: 2030 N/A
Ultimate Transportation Corridor: N/A

Comments: Concurrent route contains five segments, consult SR-120 TCR for route concepts.

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Please consult SR-120 TCR		

① Planned ❶ Programmed Projects

Post Mile	Location	Description
	Please consult the SR-120 TCR	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY

Caltrans produced the *State Route 108 Corridor System Management Plan, (*CSMP) for the segment of SR-108 from within Tuolumne County in 2008. As there has been little change in the current conditions and future needs on the corridor, the CSMP should still be consulted for information until there is opportunity to update the Regional Transportation Plan.

The intentions of the Corridor System Management Plan differ from the TCR as it considers the gain of a specific capital project for enhancing local transportation system performance, and future efforts to conserve those improvements, rather than assessing future needs for the entire corridor. As the East Sonora Bypass Stage II, (ESB II) has been constructed, an update to the CSMP should be anticipated within the next three years.

A CSMP should identify efforts to limit the growth in volume of single occupancy vehicles during peak hours, and to improve the operational efficiency of the corridor. Currently, the SR-108/SR-120 corridor underperforms as indicated by the current LOS exceeding the concept LOS on several key segments between Jamestown and the Stanislaus County line (see CSMP p. 24). The CSMP documents means to improve the efficiency of the system by identifying efforts to improve incident reporting and real time avoidance of congested areas, and to provide better means for single occupancy travelers to employ other modes. This is accomplished by reporting alternate routes along segments, along with existing and future ITS elements, and by addressing locations for additional bus lines, and park and ride facilities.

At this time, this TCR can only report information in the current CSMP. Data omitted from the CSMP include volume to capacity ratios and directional splits, these are reported in the fact sheets as not available (NA). Revisions to the CSMP will need to address current operational needs necessary to preserve the corridor. Identification of specific corridor deficiencies and an engineering solution lie outside the long range planning intent of the TCR. In addition, the effect of the ESB II upon daily and peak hour traffic volumes needs to be assessed against those originally forecast. Route segmentation would likely need to change—the current CSMP reports nearly twenty segments, the likely number of segments to be considered under the TCR would be nearly half.

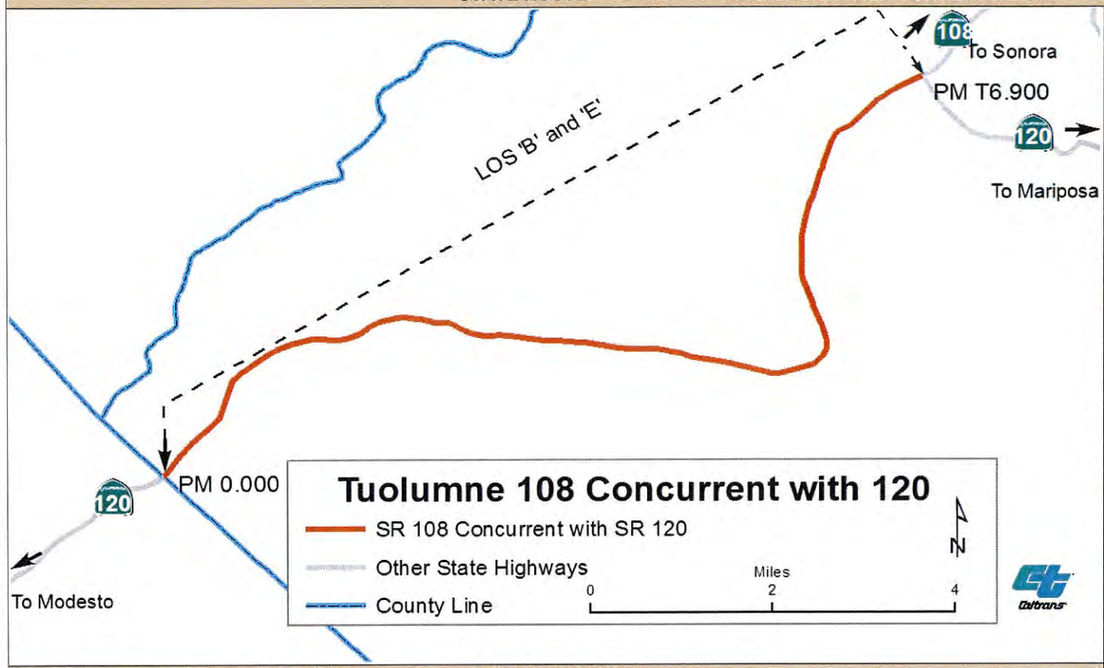
Tuolumne County faces several traffic concerns. Local development appears clustered about the City of Sonora, and the SR-108/SR-120 corridor serves as a direct commute to urban work places in Modesto, Stockton, and the San Francisco Bay Area. (Bay Area) Secondly, recreation traffic confounds the traffic issue during weekends and holidays, as Bay Area commuters to Yosemite National Park, Stanislaus National Forest, Columbia State Park, and the New Melones Reservoir contribute to high local traffic volumes. Recent designation of the SR-108/SR-120 corridor by the California Highway Patrol as a safety corridor has increased traffic enforcement efforts along the route, and may lead to possible future safety projects that might present difficulties in attaining the performance expected of a Corridor Mobility Improvement Account project once implemented.

Population growth in Tuolumne County is projected to increase by 26,000 by the year 2030. Much of this growth will be clustered within the small amount of private land adjacent to state highways. This will increase both local population and traffic volumes by approximately 50%. As most of the local transportation network was developed during the Gold Rush, much of the local and interregional travel depends upon the more modern local highway system. Much of local transportation planning efforts appear focused upon segregating the interregional traffic (recreation, and commuters not originating out of the Sonora area) in order to improve conditions within the urban areas.

All segments assessed in the CSMP perform to their respective concept LOS by 2030. A critical feature in the performance of the corridor but outside the analysis of this TCR is the concurrent SR-120 segment between Tuolumne and Stanislaus Counties (see p. 18 and p. 20). A key feature of the SR-108/SR-120 corridor peak hour commute is the four lane expressway between the Stanislaus County Line and Green Springs Road which has a speed limit of 65 MPH. This segment connects a two lane expressway to the east and a two lane conventional highway to the west both with a speed limit of 55 MPH. Both of these lane and speed drops may function as potential bottlenecks during the work commute, and would possibly affect the performance of Segment 1. No programmed or planned capacity increases to four lanes are reported that may bring the two conventional highway segments back to concept LOS.

TUOLUMNE COUNTY FACT SHEETS— SR-120 CONCURRENT SEGMENT

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SR 120-** | **CONCURRENT SEGMENT 2**



Segment Location:

Description:	Concurrent with SR120 from Stanislaus C/L to Yosemite Junction		
Post Mile:	0.000/T6.900	**Rural/Urban/Urbanized:**	Rural
Length:	12.070	**Within City Limits:**	No
Functional Classification:	Principal Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2-4	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	12
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Principal Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	100 year	**Cultural Resources:**	High
Wetlands:	High	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	High	**Possible Hazardous Waste:**	Moderate to High--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 65, 55 MPH						
Existing Facility: 4 and 2 lane expressways	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	B/E	N/A	B/F	N/A	B/C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1995		2440		3435	
Average Daily Traffic:	14,500		17,750		25,000	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	8.1		8.1		8.1	
Peak Hour % of Trucks:	6.5		6.5		6.5	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	0.000/T6.900	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	4 lane expressway
Ultimate Transportation Corridor:	4 lane expressway

Comments: LOS reflects the LOS on two segments, west to east, as reported in CSMP

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

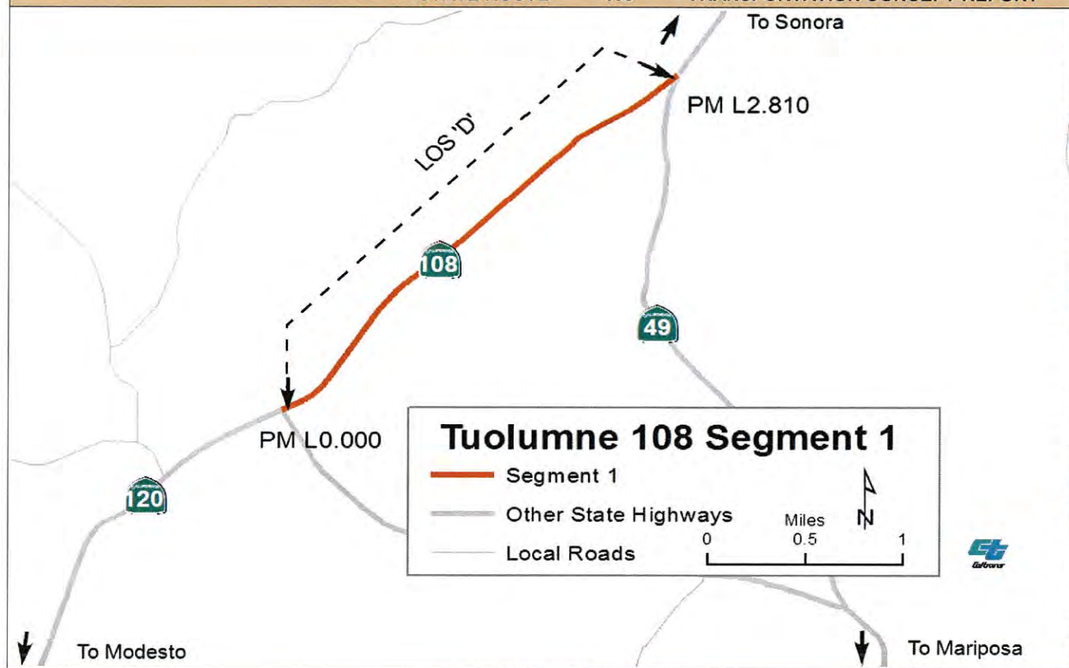
Post Mile	Location	Description
❍	Consult SR-120 TCR	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

In the CSMP two segments were treated under the concurrent route. This included a four lane and a two lane expressway. Data reflects this pairing.

TUOLUMNE COUNTY FACT SHEETS—SR-108 SEGMENT 1

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 1**



Segment Location:

Description:	Yosemite Junction to S. SR-49		
Post Mile:	L0.000/L2.810	**Rural/Urban/Urbanized:**	Rural
Length:	2.810	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	5.60
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	No
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	100 year	**Cultural Resources:**	High
Wetlands:	High	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate ADL, heavy metals, NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane expressway	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**
Level of Service:	D	N/A	D	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,100		1,450		2,290	
Average Daily Traffic:	15,700		17,470		27,615	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	7.6		7.6		7.6	
Peak Hour % of Trucks:	6.1		6.1		6.1	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	L0.000/L2.810	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

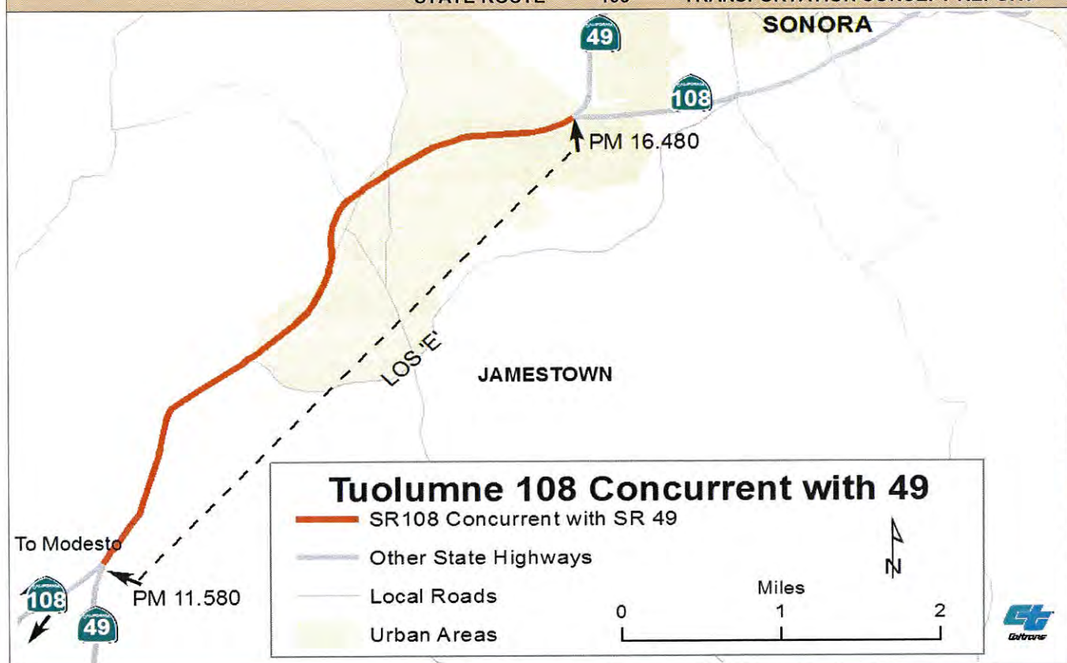
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS— SR-49 CONCURRENT SEGMENT

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY SR 49- CONCURRENT SEGMENT 3**



Segment Location:

Description:	Concurrent with SR-49 from Montezuma Junction to N. SR-49 on Washington St.		
Post Mile:	11.580/16.480	**Rural/Urban/Urbanized:**	Urban
Length:	4.90	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	9.80
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low
Special Status Species:	Moderate to High	**Possible Hazardous Waste:**	Moderate to High--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	E	N/A	F	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	2,130		2,810		4,470	
Average Daily Traffic:	20,300		26,800		42,600	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	8.0		8.0		8.0	
Peak Hour % of Trucks:	6.4		6.4		6.4	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	11.580/16.480	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	14.654-16.48
Location		Location		Location		Location	Jamestown
LOS							

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	2 lane expressway
Ultimate Transportation Corridor:		2 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

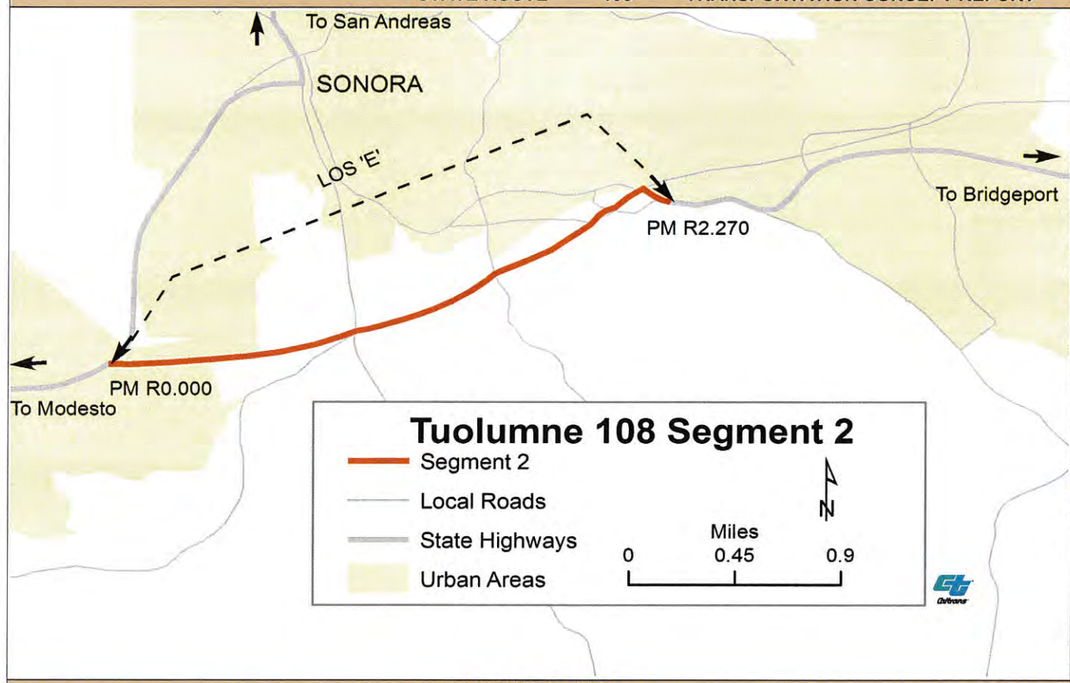
Post Mile	Location	Description
❍	Consult SR-49 TCR	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SR-108 SEGMENT 2

STATE ROUTE	108	TRANSPORTATION CONCEPT REPORT	TUOLUMNE COUNTY	SEGMENT 2



Segment Location:

Description:	From N. SR-49 to Mono Way		
Post Mile:	R0.000/R2.270	**Rural/Urban/Urbanized:**	Urban
Length:	2.270	**Within City Limits:**	Yes
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	City of Sonora
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0-11
Bridge Needs		**Distressed Lane Miles**	2.60
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low
Special Status Species:	Low to Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility:						
2 lane expressway	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**
Level of Service:	E	N/A	F	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,870		2,060		2,570	
Average Daily Traffic:	20,500		22,635		28,190	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	7.3		7.3		7.3	
Peak Hour % of Trucks:	5.8		5.8		5.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R0.000/R2.270	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	D
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

① Planned *❶ Programmed Projects*

Post Mile	Location	Description
❍	No programmed or planned projects	

Intelligent Transportation System (ITS) Elements & Detection

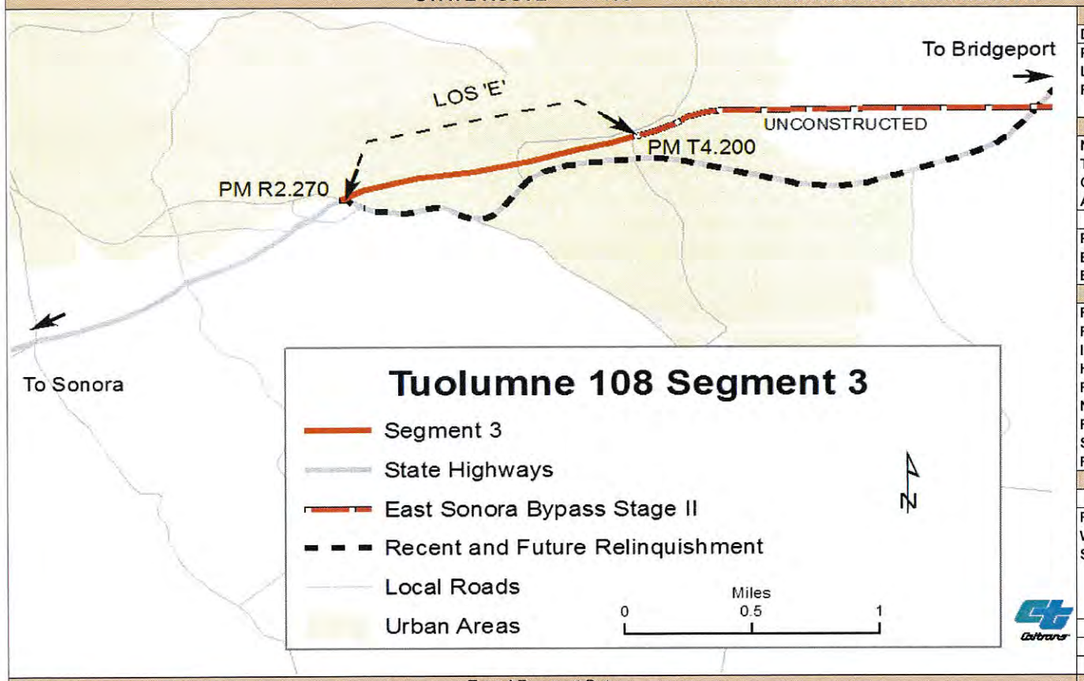
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SR-108 SEGMENT 3

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 3**



Segment Location:

Description:	Mono Way to Peaceful Oak Drive		
Post Mile:	R2.270/T4.200	**Rural/Urban/Urbanized:**	Urban
Length:	1.930	**Within City Limits:**	Yes
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	City of Sonora
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	10-11
Bridge Needs		**Distressed Lane Miles**	0.00
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	Yes	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH						
Existing Facility:	2008		2015		2030	
2 lane expressway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	E	N/A	F	N/A	A	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,940		2,480		3,380	
Average Daily Traffic:	23,100		29,500		40,200	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	5.0		5.0		5.0	
Peak Hour % of Trucks:	4.0		4.0		4.0	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R2.270/T4.200	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	R2.27-T4.20
Location		Location		Location		Location	East Sonora
LOS							

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	2 lane expressway
Ultimate Transportation Corridor:		2 lane expressway
Comments:		

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

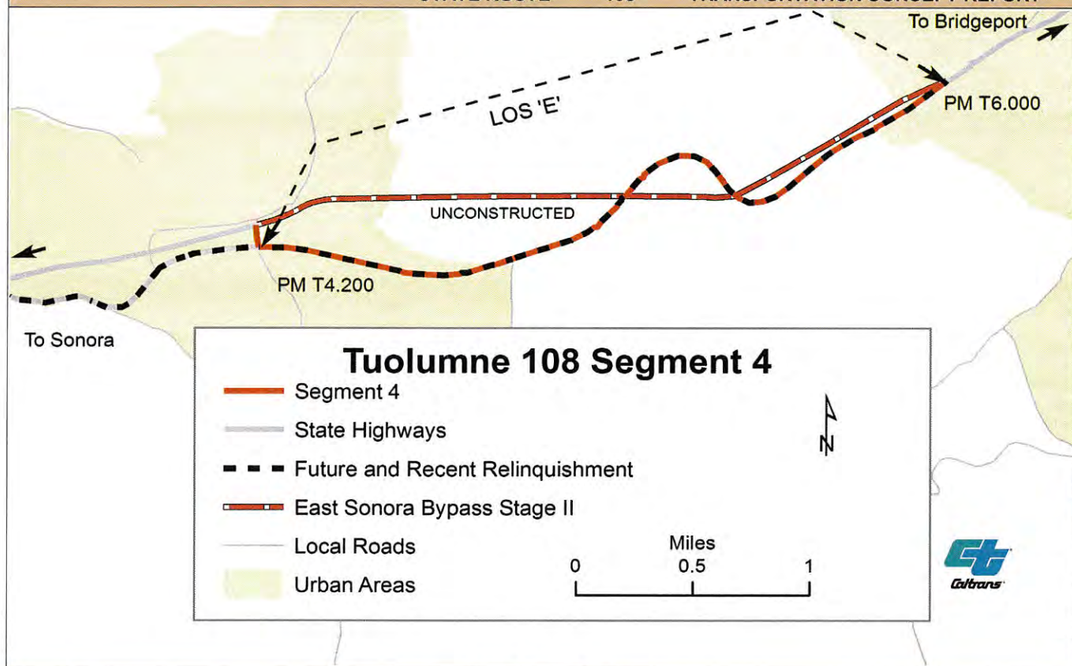
Post Mile		Location	Description
❍		New alignment under construction, no planned or programmed projects.	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 4**



Segment Location:

Description:	Peaceful Oak to 0.13miles east of Via Este Drive		
Post Mile:	T4.200/T6.000	**Rural/Urban/Urbanized:**	Urban
Length:	1.800	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	4
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	0.00
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH	2008		2015		2030	
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	E	N/A	F	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,800		2,600		3,680	
Average Daily Traffic:	16,240		23,400		33,200	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	4.0		4.0		4.0	
Peak Hour % of Trucks:	3.2		3.2		3.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	T4.200/T6.000	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	T4.20-6.00
Location		Location		Location		Location	East Sonora
LOS							

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	2 lane expressway
Ultimate Transportation Corridor:		2 lane expressway
Comments:		

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① *Planned* ❶ *Programmed Projects*

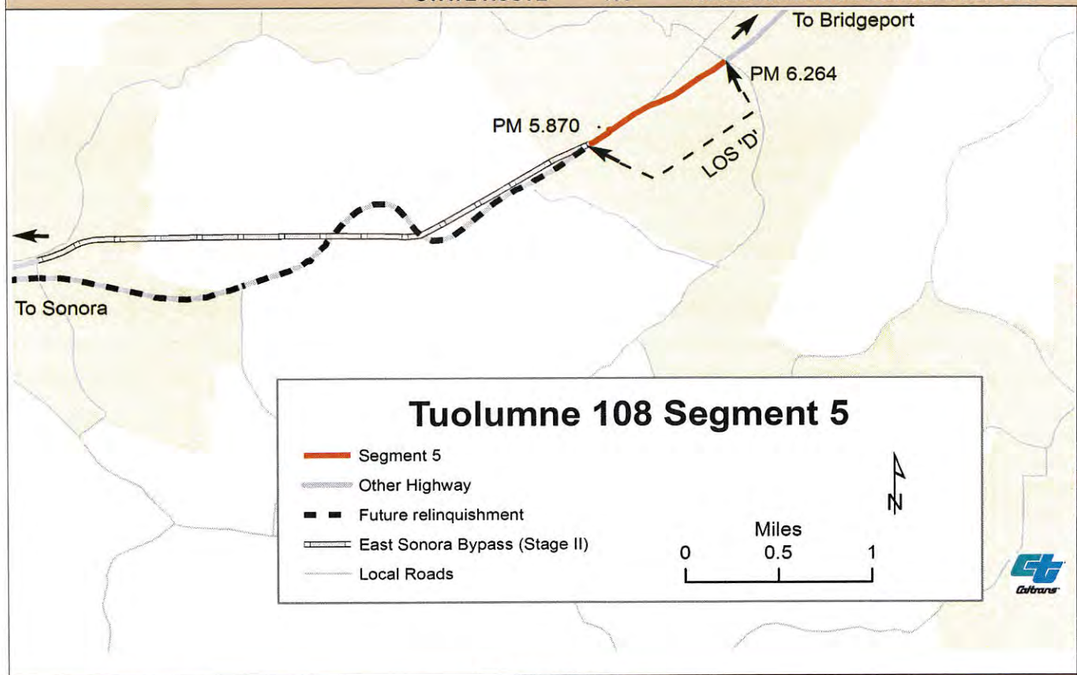
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 5**



Segment Location:

Description:	0.13 miles east of Via Este Drive to 0.04 miles east of Draper Mine Road		
Post Mile:	5.870/6.264	**Rural/Urban/Urbanized:**	Urban
Length:	0.390	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	4-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	11
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low
Special Status Species:	Low	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane expressway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	D	N/A	E	N/A	B	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,550		1,840		2,380	
Average Daily Traffic:	14,600		17,400		22,380	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.5		3.5		3.5	
Peak Hour % of Trucks:	2.8		2.8		2.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	5.870/6.264	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	6.00-6.264
Location		Location		Location		Location	Soulsbyville
LOS							

Segment Route Concept

Concept Level of Service:		D
Concept Facility	2030	2 lane expressway
Ultimate Transportation Corridor:		2 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

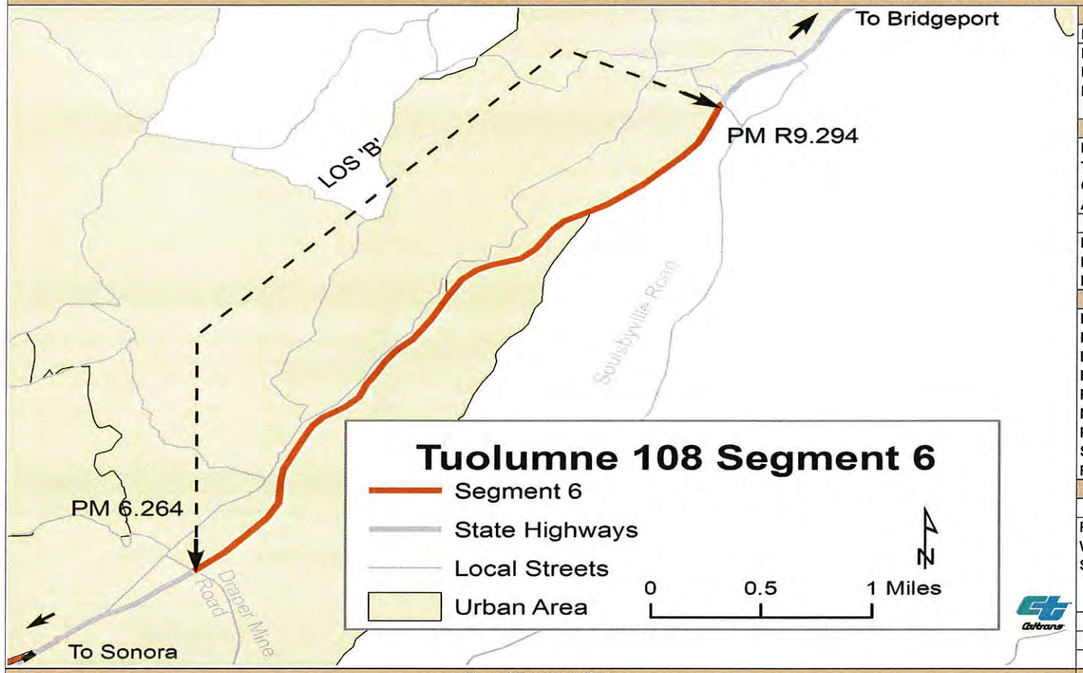
① Planned *❶ Programmed Projects*

	Post Mile	Location	Description
①		East Sonora Bypass Stage III (planned)	
●		No programmed projects underway	

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 6



Segment Location:

Description:	Draper Mine Road to Soulsbyville Road		
Post Mile:	6.264/R9.294	**Rural/Urban/Urbanized:**	Urban
Length:	3.034	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Rolling	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0-20
Bridge Needs		**Distressed Lane Miles**	2.00
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low
Special Status Species:	Low	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH	2008		2015		2030	
Existing Facility: 2 lane expressway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	B	N/A	B	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,590		1,920		2,640	
Average Daily Traffic:	13,250		15,980		22,040	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.3		3.3		3.3	
Peak Hour % of Trucks:	2.6		2.6		2.6	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	6.264/R9.294	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	6.264-9.294
Location		Location		Location		Location	N/A
LOS							

Segment Route Concept

Concept Level of Service:	D
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① *Planned* ❶ *Programmed Projects*

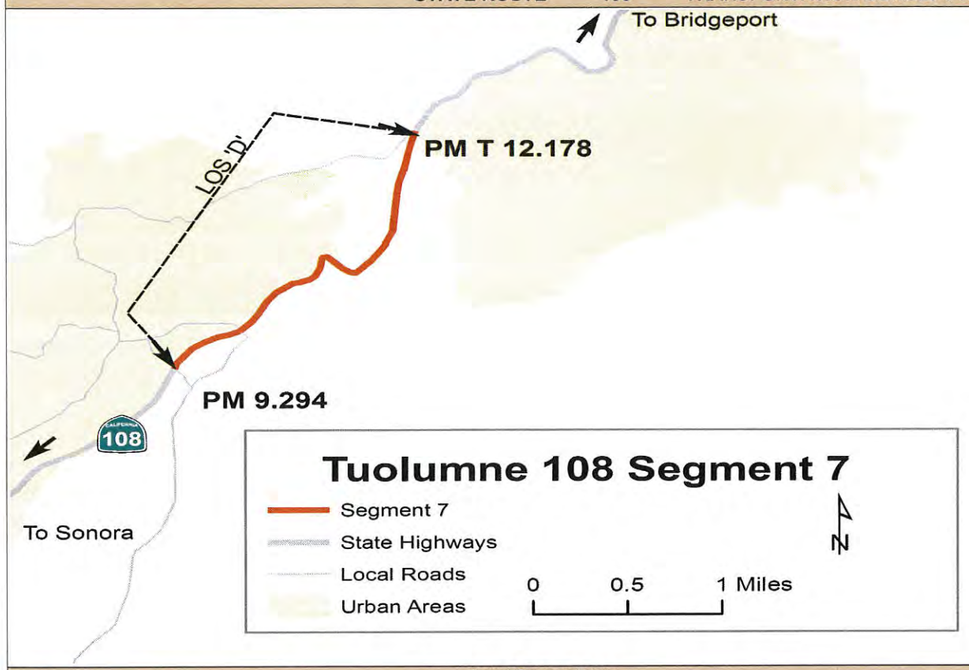
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 7**



Segment Location:

Description:	Soulsbyville Road to Twain Harte Drive		
Post Mile:	R9.294/T12.178	**Rural/Urban/Urbanized:**	Urban
Length:	2.874	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	22-60
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low
Special Status Species:	Low	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 65 MPH						
Existing Facility: 2 lane expressway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	D	N/A	D	N/A	B	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,160		1,420		2,000	
Average Daily Traffic:	9,675		11,850		16,705	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.5		3.5		3.5	
Peak Hour % of Trucks:	2.8		2.8		2.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R9.294/T12.178	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	R9.356-T11.57
Location		Location		Location		Location	Twain Harte
LOS							

Segment Route Concept

Concept Level of Service:	D
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

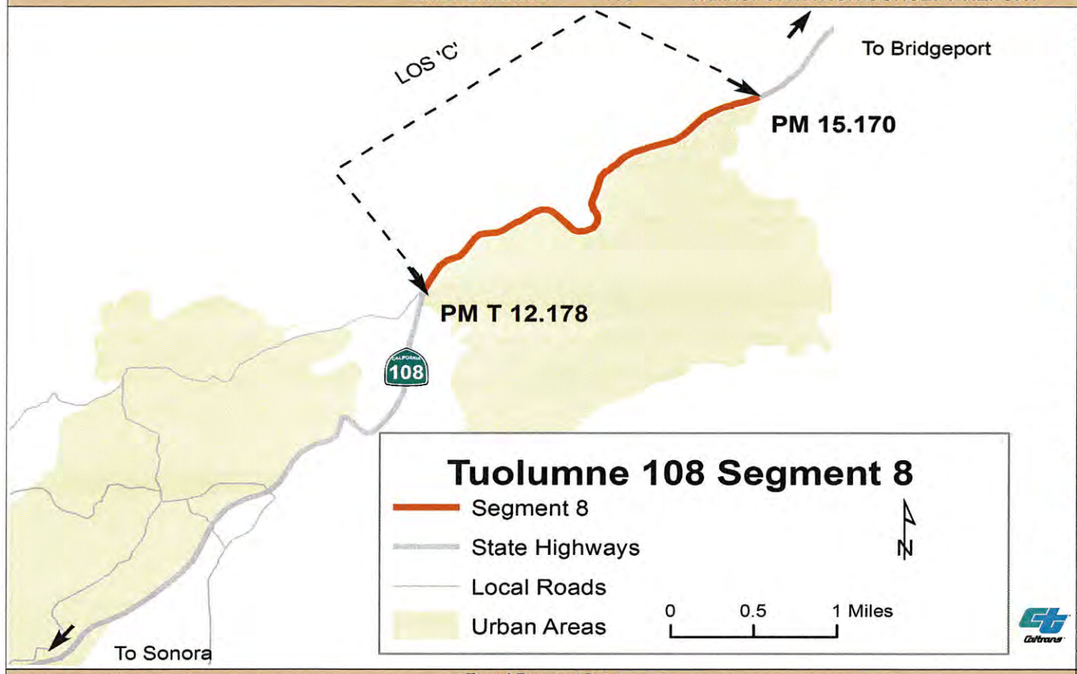
① *Planned* ❶ *Programmed Projects*

Post Mile	Location	Description
❍	No programmed or planned projects	

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 8**



Segment Location:

Description:	Twain Harte Drive to Chief Fuller Road		
Post Mile:	T12.178/15.170	**Rural/Urban/Urbanized:**	Rural
Length:	2.992	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	3-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate to High	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Low	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 40 MPH	2008		2015		2030	
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	C	N/A	D	N/A	B	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,170		1,390		1,890	
Average Daily Traffic:	8,350		9,960		13,530	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.5		3.5		3.5	
Peak Hour % of Trucks:	2.8		2.8		2.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	T12.178/15.170	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	T11.57-15.17
Location		Location		Location		Location	Miwuk Village
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

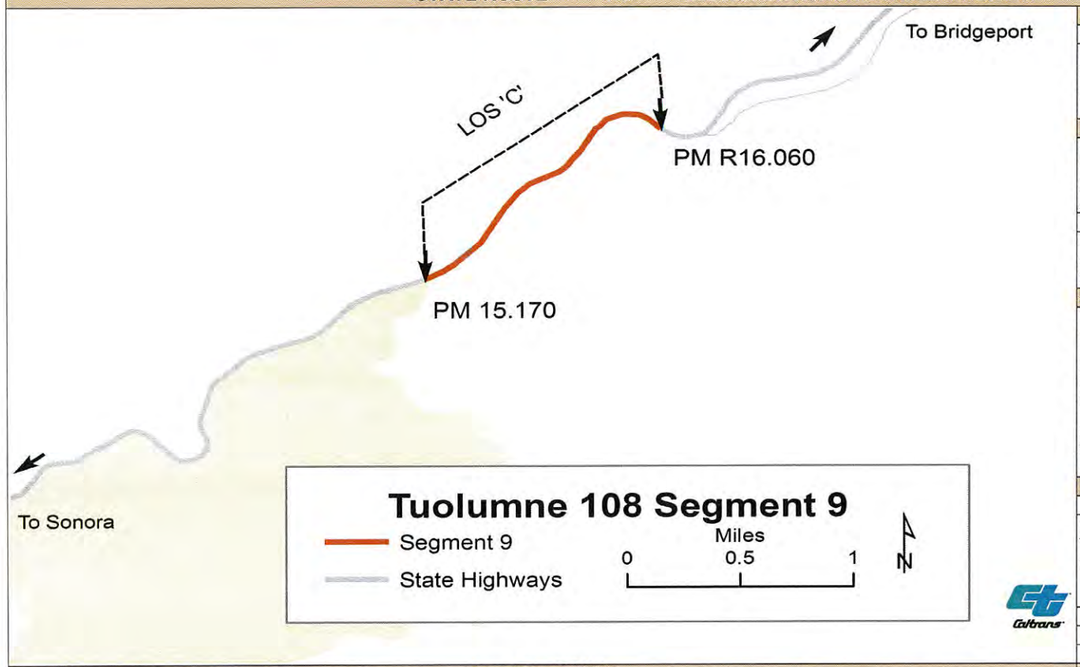
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 9



Segment Location:

Description:	Chief Fuller Road to 0.02 miles west of Lyons Dam Road		
Post Mile:	15.170/R16.060	**Rural/Urban/Urbanized:**	Rural
Length:	0.890	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	11-12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	3-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Low	**Leaking Underground Tanks:**	Low
Special Status Species:	Low	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 40 MPH						
Existing Facility:						
2 lane conventional highway	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**	**HCS**	**LOSPLAN**
Level of Service:	C	N/A	C	N/A	B	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	750		900		1,260	
Average Daily Traffic:	7,100		8,595		11,960	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	4.0		4.0		4.0	
Peak Hour % of Trucks:	3.2		3.2		3.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	15.170/R16.060	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		**Park and Rides**		**Freight Distribution**		**Transit Bus**	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	15.17-15.30
Location		Location		Location		Location	N/A
LOS							

Segment Route Concept

Concept Level of Service:		C
Concept Facility	2030	2 lane expressway
Ultimate Transportation Corridor:		2 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① *Planned* ❶ *Programmed Projects*

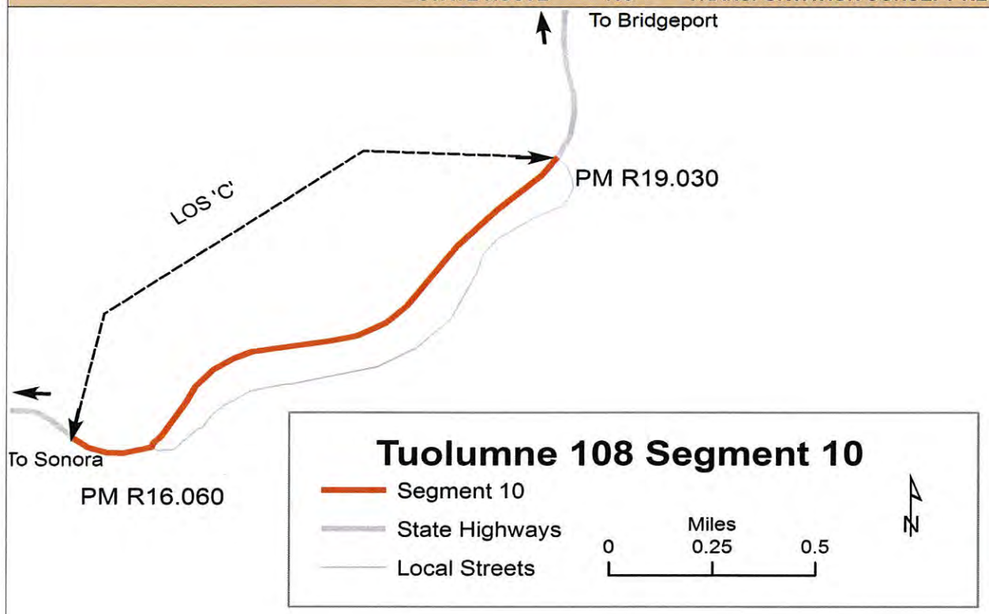
Post Mile		Location	Description
❍		No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 10

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 10**



Segment Location:

Description:	0.02 miles West of Lyon Dam Road to East Long Barn Road		
Post Mile:	R16.060/R19.030	**Rural/Urban/Urbanized:**	Rural
Length:	2.970	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	Yes	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	Moderate
Wetlands:	Low	**Leaking Underground Tanks:**	Low to Moderate
Special Status Species:	Low to Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH	2008		2015		2030	
Existing Facility: 2 lane expressway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	C	N/A	C	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	680		800		1,070	
Average Daily Traffic:	5,050		5,945		7,920	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.8		3.8		3.8	
Peak Hour % of Trucks:	3.0		3.0		3.0	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R16.060/R19.030	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① *Planned* ❶ *Programmed Projects*

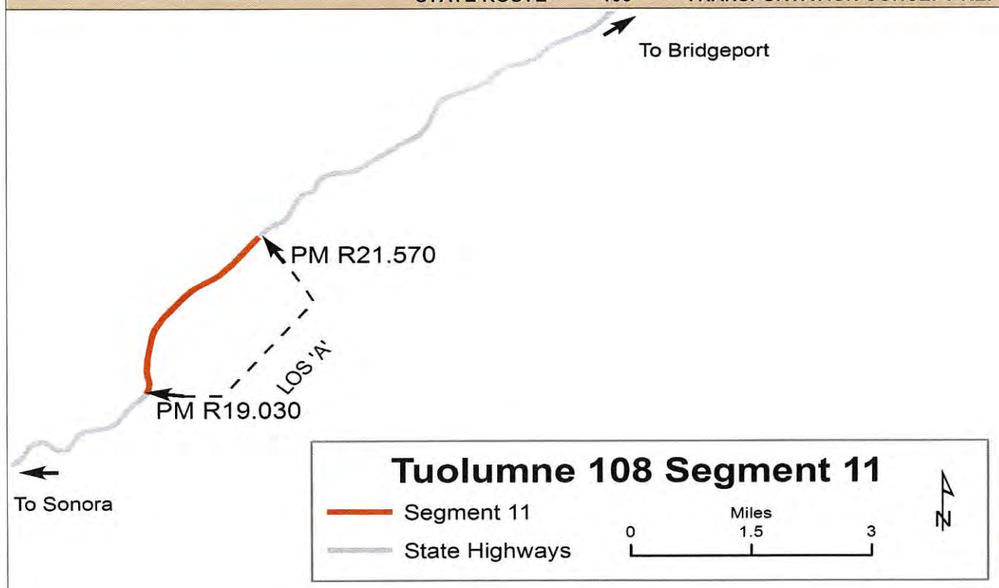
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 11

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 11**



Segment Location:

Description:	East Long Barn Road to Stoddard Springs Road		
Post Mile:	R19.030/R21.570	**Rural/Urban/Urbanized:**	Rural
Length:	2.540	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	4	**Lane Width (ft.):**	12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2-8
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	7.40
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Expressway	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	Moderate
Wetlands:	Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Low to Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH	2008		2015		2030	
Existing Facility: 4 lane expressway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	A	N/A	A	N/A	B	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	900		1,080		1,480	
Average Daily Traffic:	5,125		6,155		8,460	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.6		3.6		3.6	
Peak Hour % of Trucks:	2.9		2.9		2.9	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R19.030/R21.570	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:		C
Concept Facility	2030	4 lane expressway
Ultimate Transportation Corridor:		4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① *Planned* ❶ *Programmed Projects*

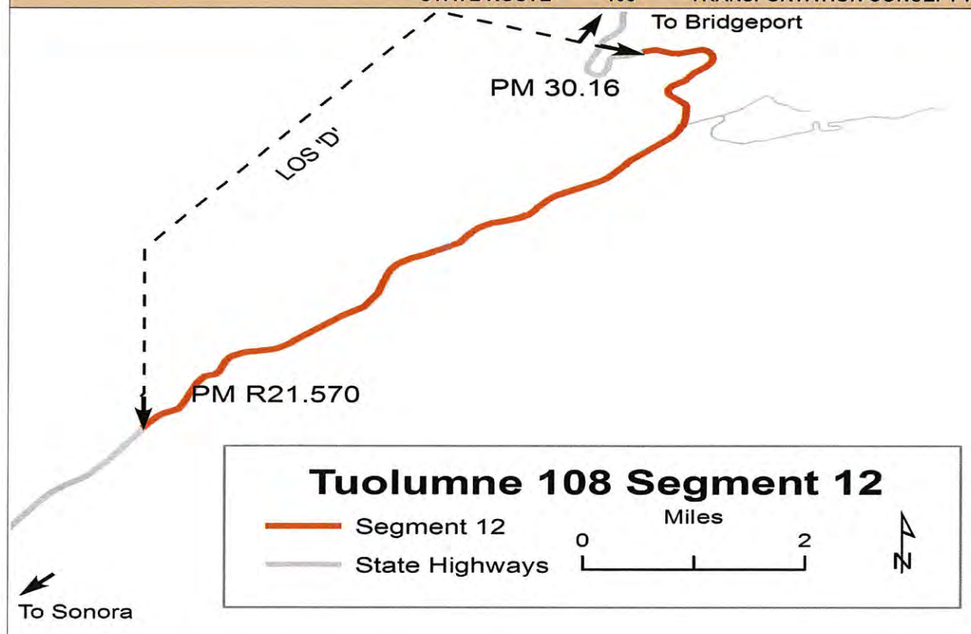
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 12

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 12**



Segment Location:

Description:	Stoddard Springs Road to Pinecrest Lake Road		
Post Mile:	R21.570/30.16	**Rural/Urban/Urbanized:**	Rural
Length:	8.590	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	11-12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2-14
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	17.00
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	Terminal Access
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	Yes
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Low to Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH	2008		2015		2030	
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	D	N/A	D	N/A	D	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	1,020		1,280		1,820	
Average Daily Traffic:	5,600		6,970		9,970	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.4		3.4		3.4	
Peak Hour % of Trucks:	2.7		2.7		2.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R21.570/30.16	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	4 lane expressway
Ultimate Transportation Corridor:	4 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

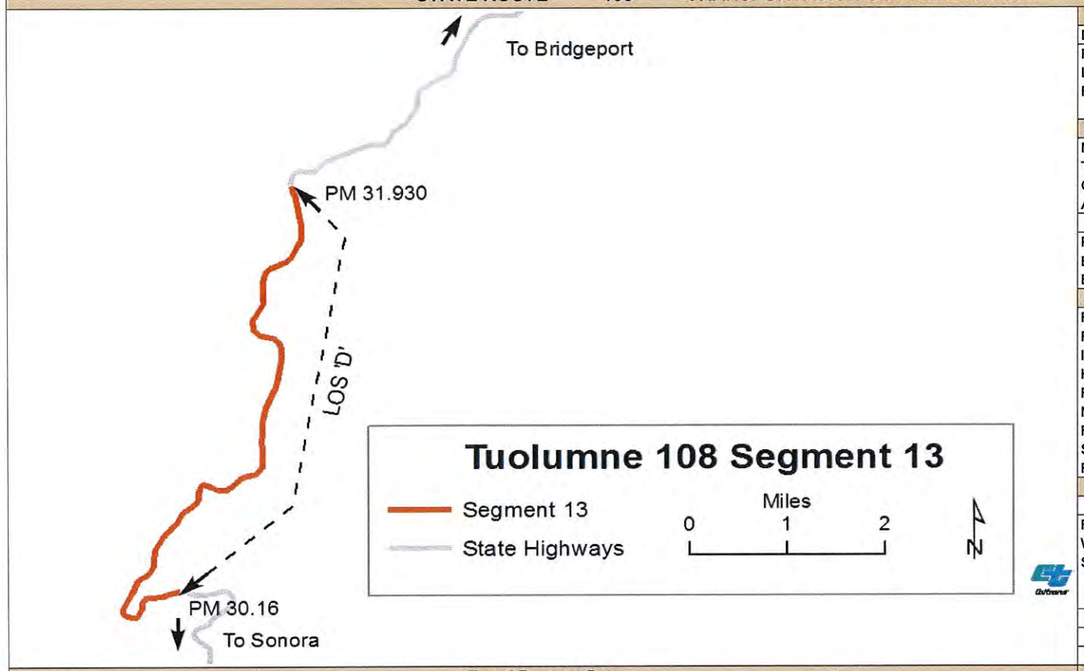
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 13

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 13**



Segment Location:

Description:	Pinecrest Lake Road to E. Old Strawberry Road		
Post Mile:	30.16/31.930	**Rural/Urban/Urbanized:**	Rural
Length:	1.770	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	11-12
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	No
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	No	**California Legal:**	Yes
Freeway Expressway System	Yes	**Advisory**	No
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Low to Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Low to Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	D	N/A	D	N/A	D	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	930		1,310		1,820	
Average Daily Traffic:	4,250		5,115		7,115	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.0		3.0		3.0	
Peak Hour % of Trucks:	2.4		2.4		2.4	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	30.16/31.930	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	4 lane expressway
Ultimate Transportation Corridor:	4 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned *❶ Programmed Projects*

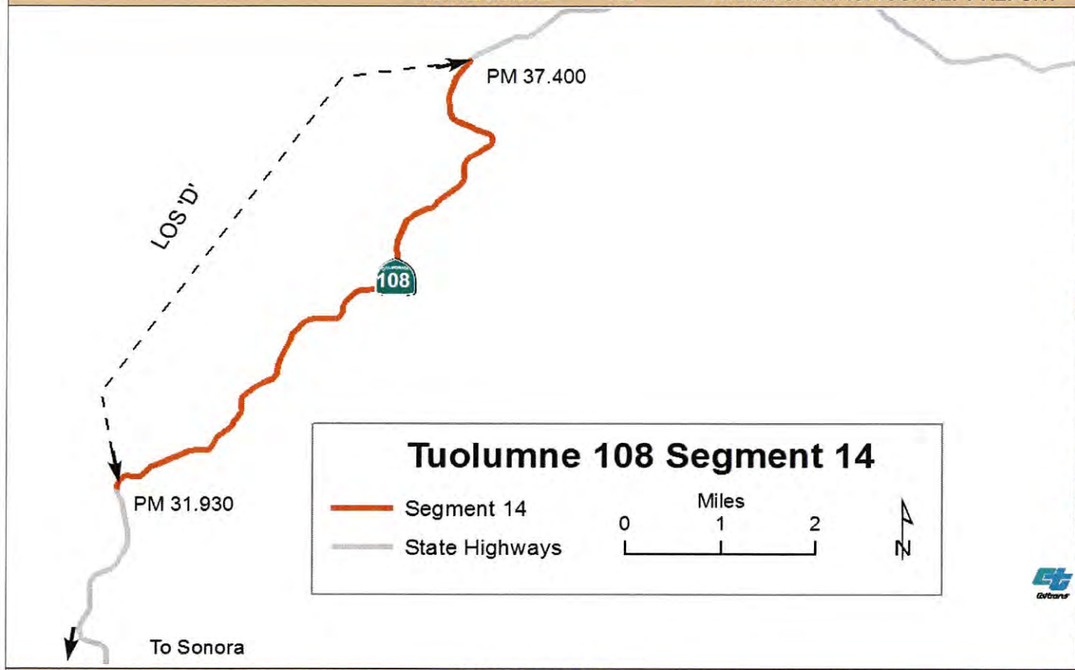
Post Mile		Location	Description
❍		No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 14

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 14



Segment Location:

Description:	E. Old Strawberry Road to First Road Closure Gate		
Post Mile:	31.930/37.400	**Rural/Urban/Urbanized:**	Rural
Length:	5.470	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	11
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	No
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	No	**California Legal:**	No
Freeway Expressway System	Yes	**Advisory**	Yes KPRA = 30 ft.
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH	2008		2015		2030	
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	D	N/A	D	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Average Daily Traffic:	2,375		2,450		2,920	
Peak Hour Volume:	950		1,140		1,170	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of ADT:	4.0		4.0		4.0	
Peak Hour % of Trucks:	3.2		3.2		3.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	31.930/37.400	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned ❶ Programmed Projects

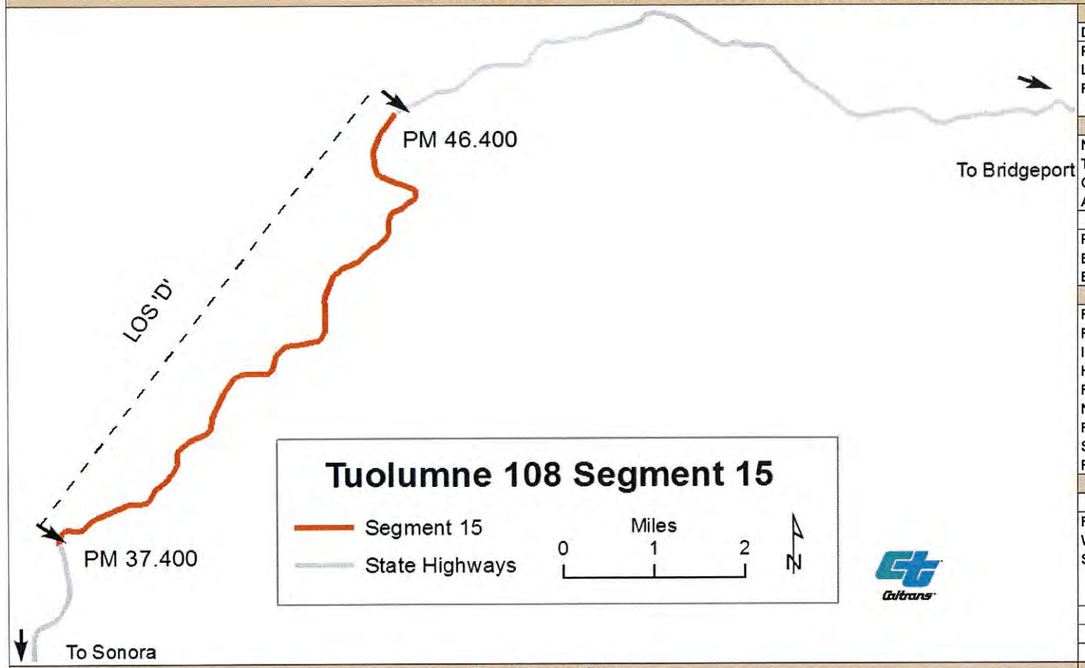
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 15

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 15



Segment Location:

Description:	First Closure Gate to Donnell Rest Area		
Post Mile:	37.400/46.400	**Rural/Urban/Urbanized:**	Rural
Length:	9.000	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	11-14
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	No
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	No	**California Legal:**	No
Freeway Expressway System	Yes	**Advisory**	Yes KPRA = 30 ft.
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		Degree of Impact	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	D	N/A	D	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Average Daily Traffic:	2,050		2,450		3,680	
Peak Hour Volume:	950		1,140		1,470	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	3.0		3.0		3.0	
Peak Hour % of Trucks:	2.4		2.4		2.4	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	37.400/46.400	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned ❶ Programmed Projects

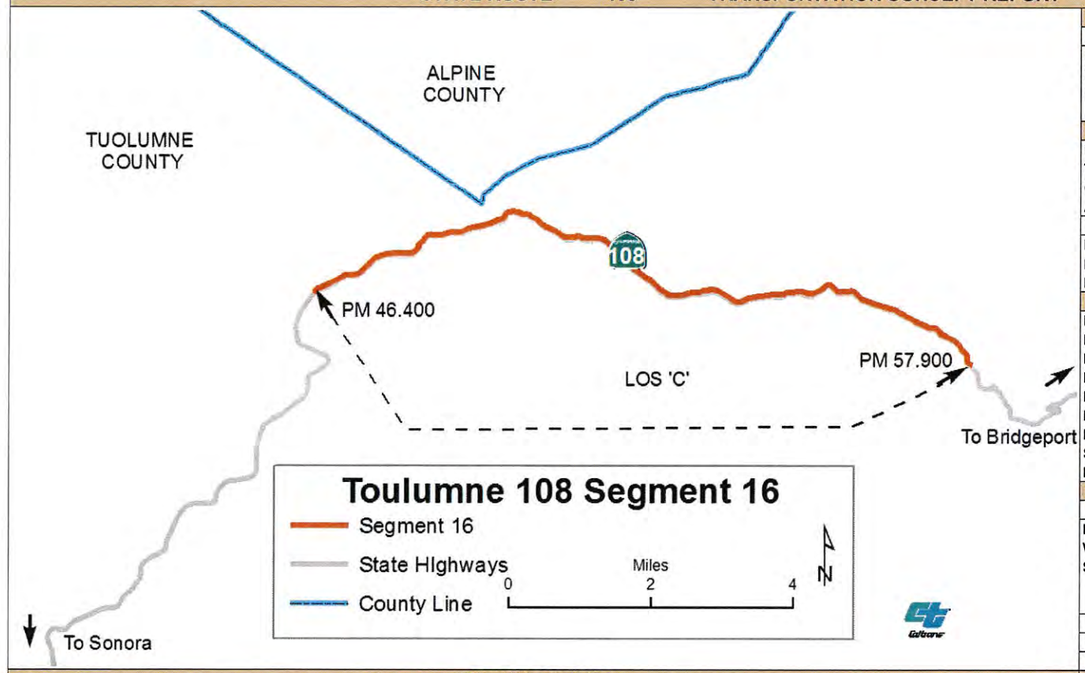
Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 16

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT | **TUOLUMNE COUNTY** | **SEGMENT 16**



Segment Location:

Description:	Donnell Rest Area to Kennedy Meadows		
Post Mile:	46.400/57.900	**Rural/Urban/Urbanized:**	Rural
Length:	11.500	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	14
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	No
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	No	**California Legal:**	No
Freeway Expressway System	Yes	**Advisory**	Yes KPRA = 30 ft.
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

Posted Speed: 55 MPH						
Existing Facility:	2008		2015		2030	
2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	C	N/A	C	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	390		480		680	
Average Daily Traffic:	1,210		1,490		2,120	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of ADT:	2.8		2.8		2.8	
Peak Hour % of Trucks:	2.2		2.2		2.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	46.400/57.900	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

① *Planned* ❶ *Programmed Projects*

Post Mile	Location	Description
❍	No programmed or planned projects	

Intelligent Transportation System (ITS) Elements & Detection

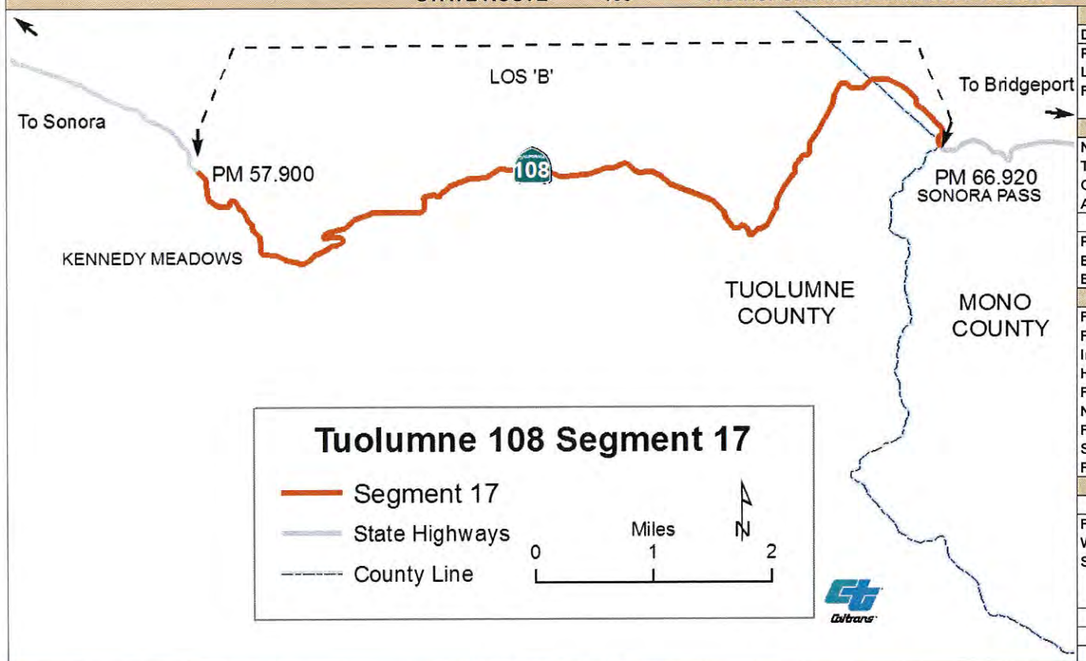
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 17

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 17



Segment Location:

Description:	Kennedy Meadows to Sonora Pass		
Post Mile:	57.900/66.920	**Rural/Urban/Urbanized:**	Rural
Length:	9.020	**Within City Limits:**	No
Functional Classification:	Minor Arterial	**Local Planning Jurisdiction:**	Tuolumne County
		Other Agency/Entity	TCTC

Roadbed Information (approximate)

Number of Lanes:	2	**Lane Width (ft.):**	8-14
Terrain:	Mountainous	**Right of Way Width (ft.):**	N/A
Grade %	N/A	**Shoulder Width (ft.):**	2
Accessible to Bicycles:	Yes	**Median Width (ft.):**	0
Bridge Needs		**Distressed Lane Miles**	N/A
Postmile	N/A	**Present Serviceability Rating**	N/A
Bridge#	N/A		
Bridge Name:	N/A		

Route Designations

Functional Classification:	Minor Arterial	**Scenic Highway (Designated):**	No
Facility Type:	Conventional	**Scenic Highway (Eligible)**	Yes
Interregional Road System:	Yes	**Trucking Network**	
High Emphasis Route:	No	**National Network, Terminal Access**	No
Focus Route/Gateway Route:	No	**Surface Transportation Assistance Act (STAA)**	No
National Highway System	No	**California Legal:**	No
Freeway Expressway System	Yes	**Advisory**	Yes KPRA = 30 ft.
Strategic Highway Network	No	**Additional Restrictions**	No
Freeway Agreement:	No	**Access to Intermodal Freight Facility**	No

Environmental Status

Degree of Impact		**Degree of Impact**	
Flood Plains:	N/A	**Cultural Resources:**	High
Wetlands:	Moderate	**Leaking Underground Tanks:**	Low
Special Status Species:	Moderate	**Possible Hazardous Waste:**	Moderate--lead/NOA

Air Quality

Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data

	2008		2015		2030	
Posted Speed: 55 MPH						
Existing Facility: 2 lane conventional highway	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Level of Service:	B	N/A	B	N/A	C	N/A
Volume/Capacity:	N/A	N/A	N/A	N/A	N/A	N/A
Peak Hour Volume:	230		270		380	
Average Daily Traffic:	670		900		1,090	
Peak Hour Directional Split:	N/A		N/A		N/A	
Truck Volume % of Total ADT:	2.8		2.8		2.8	
Peak Hour % of Trucks:	2.2		2.2		2.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network

Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	57.900/66.920	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						

Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept

Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway

Comments:

Intelligent Transportation System (ITS) Elements & Detection

Postmile	ITS Element	Status	Direction
	Consult CSMP		

① Planned ❶ Programmed Projects

Post Mile	Location	Description
❍	No programmed or planned projects	

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

APPENDIX A: GLOSSARY

Annual Average Daily Traffic (AADT): AADT consists of Caltrans, District 10 annual traffic counts as measured at approved count station locations.

ARTPLAN: A modeling software incorporating several of the HCM equations to characterize the function and the performance of urban streets (typically where peak traffic volumes exceed lane capacity, multiple signalized intersections, with high pedestrian and bicycle use).

Bicycle Routes: Refers to travelways specific to users employing bicycles. There are three general classifications: 'III'--bicycles share street with automobiles without separation; 'II'--bicycles share street within their own designated lane; and 'I'--bicycles travel independent of automobile traffic, often sharing right of way with pedestrians or equestrians.

California Environmental Quality Act (CEQA): Passed in 1971, CEQA provides the framework in which undertakings that may affect the environment are evaluated and if found to be adverse are to be mitigated for, as part of the governmental decision making process. For local governments, implementation of general plans and land use designations became a requirement and a bench mark for which changes in zoning or land uses could be assessed.

Census Designation: The designation of *rural* (population below 5,000), *or urbanized* (population between 5,000 and 50,000), or *urban* (populations of 50,000 or greater) highways are obtained from the California Road System Maps published by FHWA, based upon census designed urbanized areas, and urbanized clusters. The most recent version dates from 2007.

Concept Facility: Highway facility that best maintains the concept LOS at the end of the twenty year planning period.

Concept Level of Service: See *Level of Service.*

Conventional Highway: Highway which permits direct access by both road intersections and driveways.

Distressed Lane Miles: Highway lane miles which have degraded below a specified threshold which puts it in a category where resurfacing or other road work will be needed to attain the standard quality of roadway condition.

Expressway: Highway, usually an arterial, typically with access limited to at grade road intersections.

Federal Highway System: Designated by the Federal Highway Administration, these segments of state highways serve to either support interstate commerce, national defense, or other responsibilities of the federal government. As such they are eligible for federal funding, and subject to the National Environmental Policy Act (NEPA).

FREEPLAN: A modeling software incorporating several of the HCM equations for characterizing freeway function and performance. The software establishes level of service and service volumes for designated freeway segments.

Freeway: A divided arterial highway with full access control and grade separations at intersections.

Focus Route: See *Interregional Road System.*

Highway Capacity Manual (HCM): Published by the National Research Council's Transportation Research Board, the HCM is the national standard for methodologies to evaluate and estimate highway performance. Approved software packages developed to reduce the computation effort associated with the HCM are Highway Capacity Software's (HCS) various modules and the FDOT's ARTPLAN, FREEPLAN, and HIGHPLAN. The most recent update of HCM is for 2010, though several of the software interfaces are not yet currently available.

Highway Capacity Software (HCS): See *Highway Capacity Manual.*

High Emphasis Route: See *Interregional Road System.*

HIGHPLAN A modeling software that incorporating several of the HCM equations for characterizing the operation and performance of two-lane and four lane highways. The software calculates level of service and volume to capacity ratios, and may address bicycle LOS.

Interregional Road System (IRRS): A State planning effort that emphasized highways within the Freeway and Expressway system that provided network connections to urban places statewide, but were not yet constructed to freeway or expressway standards. The most recent expression of this plan (2013) discussed Focus and High Emphasis routes, and established short term and long term improvements for these specific routes.

Level: See *Terrain.*

Level of Service (LOS): A qualitative performance measure that describes the perception of the commuter (driver, bicyclist, pedestrian, transit) of the operational conditions within a traffic stream on a highway segment. Generally scaled in a range from A through F, and historically as a performance measure for automobiles, the LOS targets optimal utility expressed as the *concept LOS* (C for rural highways on the IRRS, D for urban highways on the IRRS and all routes not on the IRRS). Although the current version of the Highway Capacity Manual includes LOS calculations for users other than drivers, standards have yet to be established by the State.

LOSPLAN: FDOT's LOS software developed as a Quality/level of service application. The application employs the 2000 HCM methodologies for automobiles and other leading methodologies for the bicycle, pedestrian, and bus modes to compute quality/LOS for planning and preliminary engineering. The software includes ARTPLAN, FREEPLAN, and HIGHPLAN options for multi-model analysis of arterials, freeways and two-lane highways.

Mountainous: See *Terrain.*

National Environmental Policy Act (NEPA): Established in 1971, this environmental policy applies to federal undertakings or efforts that have a federal nexus. Federal agencies were tasked to develop policies and standards to evaluate and assess the environmental impacts of federal undertakings, while the Act established general policies regarding public notification and report standards.

Peak Hour Traffic Volume: Refers to the period in which the highest traffic volume travels along a highway segment.

Present Serviceability Rating (PSR): A five point scale for characterizing pavement condition, with 5 being excellent. PSR is employed as an input to characterize bicycle LOS.

Rolling: See *Terrain.*

Rural: See *Census Designation.*

Surface Transportation Assistance Act (STAA): Federal highway legislation that included federal design standards and requirements for trucks (see Truck Routes).

Terrain: Refers to topography specific to its affect on trucks and other heavy vehicle operation (see HCM). Level terrain contains any combination of grades or horizontal or vertical alignments that permit heavy vehicles to maintain the same speed as passenger cars; rolling terrain contains any combination of grades or horizontal or vertical alignments that causes heavy vehicles to reduce their speed substantially below that of passenger car speeds,

APPENDIX A: GLOSSARY (CONTINUED)

but not to where they crawl for a significant length of time; mountainous terrain is any combination of grades or horizontal or vertical alignment that causes heavy vehicles to operate at crawl speed for significant distances or at frequent intervals. HCM methodologies address highway segments with level or rolling terrain with a set of constant values. Mountainous terrain requires separate upgrade or downgrade analysis, and recommends that any segment with grades between 2 percent and 3 percent with a length of more than half a mile be considered a separate segment.

Truck Routes: May refer to either federal standards (contained in STAA) or California standards. Routes with an STAA designation permit travel by tractor trailers with a fifty five foot long trailer, or tandems with trailers no greater than twenty eight and a half feet, while California legal routes permit limit the overall truck length to sixty five feet total for single and seventy five for tandems. Advisory truck routes usually possess highway geometrics that limit truck length for safe operation. Restricted truck routes have legal restrictions on the type of truck or activity.

Urban: See *Census Designation.*

Urbanized: See *Census Designation.*

APPENDIX B: ACRONYMS

AB	Assembly Bill
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
ADA	Americans with Disabilities Act of 1990
ADL	Aerially Deposited Lead
ADT	Average Daily Traffic
BNSF	Burlington Northern and Santa Fe Railroad
BTA	Bicycle Transportation Account
CAWS	Caltrans Automated Warning System
CBD	Central Business District
CCAA	California Clean Air Act
CCTV	Closed-Circuit Television
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHIN	California Highway Information Network
CHP	California Highway Patrol
CIP	Congestion Improvement Program
CMAQ	Congestion Mitigation and Air Quality (Improvement Program)
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Plan
CMS	Changeable Message Sign
CNDDB	California Natural Diversity Data Base
CO	Carbon Monoxide
COG	Council of Governments
CSIP	Corridor Safety Improvement Program
CSMP	Corridor System Management Plan
CSS	Context Sensitive Solutions
CTC	California Transportation Commission
CTIS	California Transportation Investment Strategy
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DSMP	District System Management Plan
DVHD	Daily Vehicle Hours of Delay
EB	Eastbound
EEO	Equal Employment Opportunity
EEM	Environmental Enhancement and Mitigation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EJ	Environmental Justice
E/O	East Of
EPA	Environmental Protection Agency
ESA	Environmental Sensitivity Area
EXPW	Expressway
FEMA	Federal Emergency Management Administration
FES	Freeway and Expressway System
FHS	Federal Highway System
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GMAP	Goods Movement Action Plan
HAR	Highway Advisory Radio
HBP	Highway Bridge Program
HC	Hydrocarbons
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HICOMP	State Highway Congestion Monitoring Program
HOV	High Occupancy Vehicle
I/C	Interchange
ICES	Inter-modal Corridor of Economic Significance
IGR	Intergovernmental Review
IIP	Interregional Improvement Program
IRRS	Interregional Road System
ISTEA	Intermodal Surface Transportation Efficiency Act
IS	Initial Study (CEQA Document)
IT	Information Technology
ITMS	Intermodal Transportation Management System
ITS	Intelligent Transportation Systems
ITSP	Interregional Transportation Strategic Plan
JCT	Junction
LD IGR	Local Development Intergovernmental Review
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21st Century Act
MAX	Modesto Area Transit
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSL	Maintenance Service Level
N/A	Not Applicable
NB	Northbound
NEPA	National Environmental Policy Act
NHS	National Highway System
NOA	Naturally Occurring Asbestos
NTN	National Truck Network
PA&ED	Project Approval and Environmental Document (phase)
PCS	Pavement Condition Survey
PDT	Project Development Team
PeMS	Performance Measurement System (Detection)
PHV	Peak Hour Volume
PM	Post Mile
PM-2.5	Particulate Matter (2.5 micron diameter)

APPENDIX B: ACRONYMS (CONTINUED)

PM 10	Particulate Matter (10 micron diameter)
PR	Project Report
PS&E	Plans, Specifications and Estimates
PSR	Present Serviceability Rating or Project Study Report
RIP	Regional Improvement Plan
RPA	Rural Planning Assistance
RSTP	Regional Surface Transportation Program
RT	Regional Transit
RTE	Route
RTIP	Regional Transportation Improvement Plan
RTIF	Regional Transportation Impact Fee
RTL	Ready to List
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
R/W	Right of Way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SB	Southbound, Senate Bill
SGP	Strategic Growth Plan
SHOPP	State Highway Operations Protection Program
SHC	California Streets & Highways Code
SHS	State Highway System
SIP	State Implementation Plan
SJV	San Joaquin Valley
SJVUAPCD	San Joaquin Valley Unified Air Pollution Control District
S/O	South Of
SOP	Status of Projects
SOV	Single Occupancy Vehicle
SPRR	Southern Pacific Railroad
SR	State Route
STAA	Surface Transportation Assistance Act
STANCOG	Stanislaus Council of Governments
StaRTD	Stanislaus Rapid Transit District
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
STRAIN	Structures Replacement and Improvement Needs
TA	Terminal Access
TASAS	Traffic Accident Surveillance and Analysis System
TBD	To Be Determined
TCR	Transportation Concept Report
TCRP	Traffic Congestion Relief Program
TCTC	Tuolumne County Transportation Commission
TDA	Transportation Development Act
TDM	Travel Demand Model
TEA-21	Transportation Equity Act of the 21st Century
TIF	Transportation Impact Fee
TIP	Transportation Improvement Plan
TMC	Transportation Management Center
TMP	Transportation Management Plan
TMS	Traffic Monitoring Station/Transportation Management System
TOS	Traffic Operations System
TPA	Transportation Planning Agency
TSDP	Transportation System Development Plan
TSI	Transportation System Information
TSM	Transportation System Management
UAPCD	Unified Air Pollution Control Districts
UC	Under-crossing
UPRR	Union Pacific Railroad
UTC	Ultimate Transportation Corridor
V/C	Volume to Capacity
VMT	Vehicle Miles Traveled
WB	Westbound
W/O	West Of