Transportation Concept Report

Unconstructed State Route 234

District 10

May 2016

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California Department of Transportation

Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.

Approvals:

for 5/27/16	5/26/16
Dennis T. Agar	**Ken Baxter**
District 10 Director	**District 10 Deputy Director**
Stockton	**Planning, Local Assistance, and Environmental**
Date	**Date**

TABLE OF CONTENTS

About the Transportation Concept Report 1

Stakeholder Participation 1

EXECUTIVE SUMMARY 2

Concept Summary 2

CORRIDOR OVERVIEW 4

Route Description 4

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Government Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety and health; stewardship and efficiency; sustainability, livability and economy, system performance, and organization excellence.

The System Planning process comprises four parts: the District System Management Plan (DSMP) and project list, the TCR, and the Corridor System Management Plan (CSMP). The district-wide DSMP is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system, the project list is a list of planned and partially programmed transportation projects used to recommend projects for funding. The TCR is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The CSMP is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by California Government Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

State Route (SR) 234 is an unbuilt route, for which there exist no proposals for its construction. The proposed route is entirely within San Joaquin County, and the San Joaquin Council of Government's (SJCOG) Regional Transportation Plan (RTP) does not list the route's construction as a Tier I or Tier 2 project. No further effort to include stakeholders has been undertaken.

EXECUTIVE SUMMARY

State Route 234 is part of the inventory of traversable highways located within District 10. These highways were proposed in early planning stages for the SHS that have yet to be built. An important component in the future construction of any traversable highway is their inclusion in the local RTP. There is no mention of SR 234 in the current SJCOG RTP (2015).

The proposed SR 234 was part of the legislative route (LR) developed prior to 1963 (LR 261). The proposed route conforms to the existing French Camp Road, south of the Stockton Airport, from Interstate 5 (I-5) to SR 99. Although a future facility in this location might serve as a reliever route for the Crosstown Freeway (SR 4), it might be too far south to do so and a better candidate might be the Arch Airport and Sperry Roads alignment north of the Stockton Airport from I-5 to SR 99.[1] SJCOG has stated that the Arch Road route may be the preferable alignment because, for the most part, it is already a four-lane expressway and would require fewer improvements to convert into the necessary facility. As of this date, no known proposal for altering the proposed alignment has been made, or for relinquishing either right of way to the State.

Concept Summary

Alignment	Segment Description	Existing Facility	20-25 Year Capital Facility Concept	20-25 Year System Operations and Management Concept	20-25 Year Facility Concept	Post-25 Year Concept
1	French Camp Road, I-5 to SR 99	Two-lane expressway	N/A	N/A	Not Planned	Two-lane expressway
2	Arch Airport/Sperry Road, I-5 to SR 99	Four-lane expressway	N/A	N/A	Not Planned	Four-lane expressway

Currently, there are no proposals for the construction of SR 234. As a connector between I-5 and SR 99 the appropriate facility would be either expressway or freeway. Although already constructed, the Arch and Sperry Road facility upgraded to an expressway would possess greater utility, as that segment does not support residential uses while French Camp Road does.

Concept Rationale

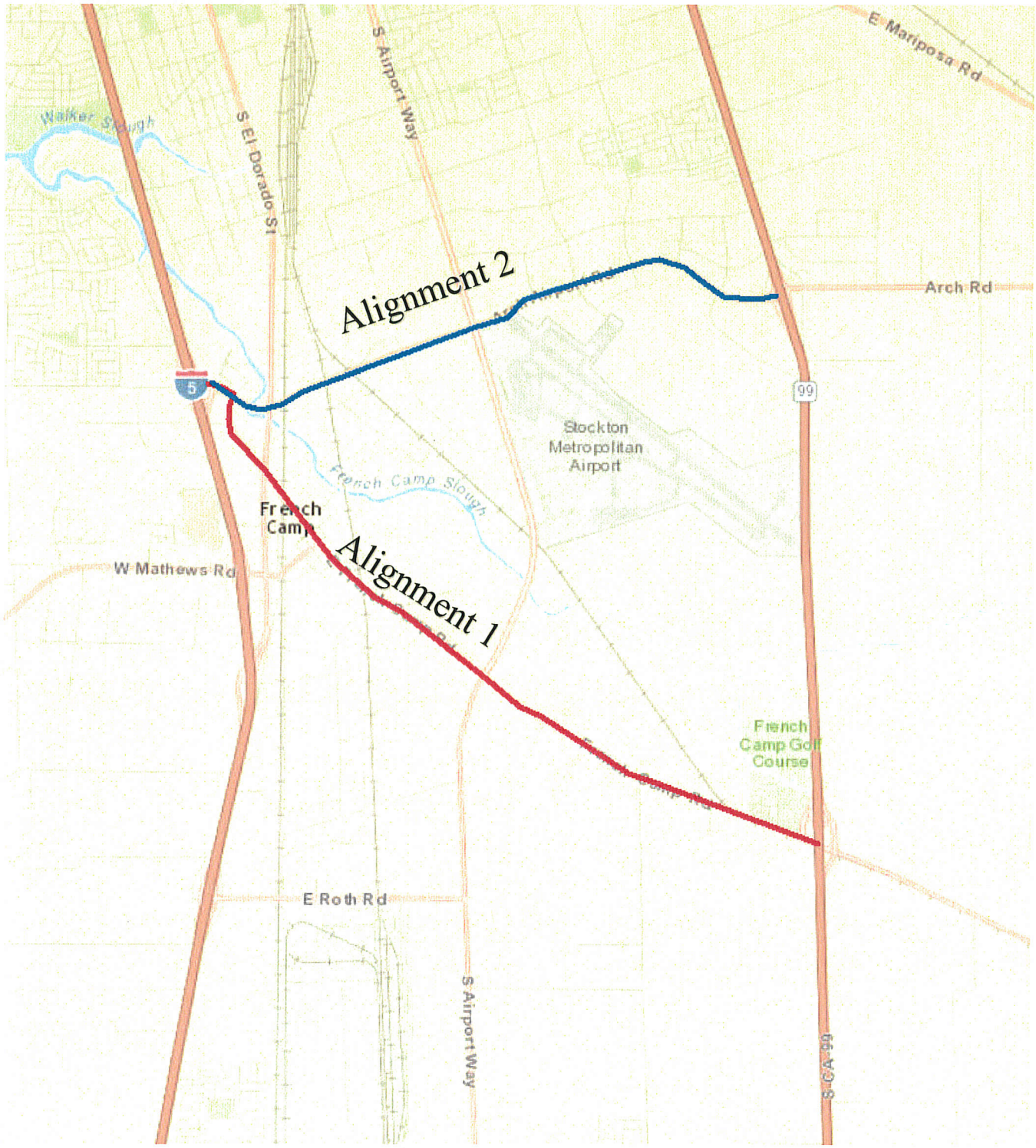
State Route 234 has not been included in the Interregional Road System, and would have a concept level of service of D. The likely facility would be a four lane expressway, meeting the terminal access design conditions consistent with Surface Transportation Assistance Act (STAA).

Proposed Projects and Strategies

None proposed.

[1] This conceptual alignment and need is reported in the *State Route 4 TCR*, (2014).

Figure 1: Map of the proposed alignments for SR 234



CORRIDOR OVERVIEW

ROUTE DESCRIPTION

Route Location:

State Route 234 is located in San Joaquin County, in the unincorporated area between the City of Stockton, and the cities of Manteca and Lathrop.

Route Purpose:

As an unconstructed route, SR 234's original purpose reflects past population projections and inferred needs from the 1960s. SR 234's purpose would alleviate traffic congestion on the SR 4 freeway and as a goods movement route serving the airport as well as industrial and agricultural origins and destinations. Its proximity to the Stockton Metropolitan Airport and the surrounding light and heavy industrial land uses suggests a role in regional goods movement.

Major Route Features:

French Camp Road has Stockton Metropolitan Airport to the north. The west end is a residential area with an elementary school to the north. There is a cemetery and RV park north of French Camp Road, west of SR 99 and a winery to the south. Further to the north are warehouses and the Stockton Metropolitan Airport. The rest of route is primarily agricultural with accompanying residences and businesses.

Arch Airport and Sperry Road is surrounded on both sides by primarily commercial and industrial development. Stockton Metropolitan Airport is to the south. An industrial area and a correctional institute are located to the east beyond SR 99.

Route Designations and Characteristics:

Segment		French Camp, I-5 to Airport Road	French Camp, Airport Road to SR 99	Arch Airport/Sperry Road, I-5 to SR 99
Freeway & Expressway		Yes	Yes	Yes
National Highway System		No	Yes (Intermodal connector)	Yes (MAP-21 NHS Principal Arterials)
Strategic Highway Network		No	No	No
Scenic Highway		No	No	No
Interregional Road System		No	No	No
Federal Functional Classification		Minor Arterial	Minor Arterial	Principal Arterial
Goods Movement Route		Yes	Yes	Yes
Truck Designation		STAA (Partial)	STAA (Partial)	STAA (Partial)
Rural/Urban/Urbanized		Rural	Rural	Urbanized
Metropolitan Planning Organization		SJCOG	SJCOG	SJCOG
Regional Transportation Planning Agency		SJCOG	SJCOG	SJCOG
Congestion Management Agency		SJCOG	SJCOG	SJCOG
County Transportation Commission		N/A	N/A	N/A
Local Agency		San Joaquin County	San Joaquin County	San Joaquin County
Tribes		N/A	N/A	N/A
Air District		San Joaquin Valley Air Quality MD	San Joaquin Valley Air Quality MD	San Joaquin Valley Air Quality MD
Terrain		Flat	Flat	Flat