

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 19-20, 2010

Reference No.: 2.3a.(2)
Action item

From: NORMA ORTEGA
Chief Financial Office

Prepared by: Timothy Craggs
Chief Division of Design
(Interim)

Subject: **ROUTE ADOPTION - FREEWAY, 10-STA-108 PM R27.5/R37.5**
RESOLUTION HRA 10-02

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 10-02 and a route location map for State Highway Route (SR) 108. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. The resolution grants approval of route adoption of SR 108 in the county of Stanislaus from Post Mile (PM) R27.5 to R37.5.

ISSUE:

The Department proposes to modify the adopted route for SR 108 in Stanislaus County, in the vicinity of the cities of Modesto, Riverbank, and Oakdale. The ultimate facility is planned as a multi-lane freeway/expressway corridor, approximately 18 miles long. Request for approval of this Freeway Route Adoption and a Controlled Access Highway Route Adoption are being presented as two concurrent CTC actions on this month's agenda, (see Resolutions HRA 10-02 and HRA 10-03). A Project Report was approved on April 13, 2010. An Environmental Impact Report was prepared for California Environmental Quality Act and the document was approved on April 13, 2010.

Recommended by: _____
RICHARD D. LAND
Chief Engineer

BACKGROUND:

The purpose of this route adoption is to establish a freeway/expressway corridor for State Route (SR) 108 as the first step in the development of a new interregional east/west route in northern Stanislaus County. This 18 mile long project, referred to as the North County Corridor (NCC) SR 108 East Route Adoption, will bypass the cities of Riverbank and Oakdale, improve interregional system connectivity, and improve regional traffic operations.

SR 108 in its entirety is included in the Freeway and Expressway (F&E) System. It is identified as a Terminal Access Route for the National Truck Network through all of Stanislaus County and in Tuolumne County until the community of Strawberry. SR 108 begins at I-5 near the community of Crows Landing in Stanislaus County as an unconstructed highway until its junction with SR 132 in the city of Modesto. SR 108 starting at SR 132 runs in the northerly direction along McHenry Avenue to Ladd Road. At this intersection, SR 108 turns to an easterly direction traversing the city of Riverbank to the intersection with SR 120 (Yosemite Avenue) in downtown Oakdale. SR 108 resumes at SR 120 near the Yosemite junction with SR 49 south of Jamestown. From this point, it continues in the northeasterly direction via the vicinity of Sonora and Long Barn to SR 395. Although a route break occurs in the legal description of SR 108 at SR 120 and Yosemite Avenue, SR 120 serves SR 108 traffic and this section of the highway from Oakdale to the east to SR 49 is widely known as the concurrent SR 120/ SR 108.

SR 108 is generally classified as a minor arterial through most of the project limits except for sections through the cities of Riverbank and Oakdale that are classified as principal arterial. Existing SR 108 functions as a “main street” and is predominantly a two-lane undivided conventional facility. Between the intersection of SR 108 (McHenry Avenue)/SR 219 (Kiernan Avenue) and the intersection of SR 108/SR 120 with Lancaster Road, SR 108 is encumbered by 83 public street intersections and many private driveways with direct access onto SR 108. It is highly congested during peak travel times and these conditions are expected to worsen as traffic volumes on SR 108 increase in the foreseeable future.

Increasing levels of traffic on both State Routes 120 and 108 into and through the City of Oakdale have led to a growing traffic congestion problem that the Department and the local community have been addressing for over five decades. Traffic on SR 108 includes a combination of commuter, local commerce, goods movement, agricultural and farm operations, and a large component of interregional recreational traffic. This elevated interregional traffic demand often conflicts with local traffic demand resulting in congestion, increased noise and air pollution. SR 108 provides direct access to local residences, farms, and other community facilities along its route but also travels through the busy downtown areas of Oakdale and Riverbank. Congestion is most severe during weekends due to recreational traffic traveling to Yosemite National Park, and to the Jamestown and Sonora areas. Weekdays can also be very congested due to the heavy commute traffic. The area most severely affected by congestion is at

the junction of SR 108 and SR 120 (Yosemite Avenue) in downtown Oakdale where the level of service (LOS) in 2001 was classified as “F”, representing heavily congested traffic with long delays. These conditions are expected to worsen over time as development continues and traffic volumes increase. The LOS is projected to degrade to “very high delays” by the year 2020 in the absence of any system improvement.

In 1984, the Stanislaus Council of Governments (StanCOG) requested the Department to complete a Project Study Report for an Oakdale Bypass to address the severe interregional traffic congestion on SR 108 and SR 120.

In 1990, a Value Engineering study for the SR 120 Oakdale Bypass project identified a need to further study the development of a SR 108 southern bypass as well as the need for the SR 120 Oakdale Bypass itself. The Department and Local entities identified the preferred alternative for the Oakdale Bypass as a northern corridor expressway starting 8 miles east of Oakdale and ending across the Stanislaus River near Twenty Six Mile Road. The SR 120 Oakdale Bypass was adopted by the Commission in 2002. However, in the last decade traffic patterns have changed through Stanislaus County and a more valued alternative has been sought by the Department and Local entities.

In 2001, a SR 108 Management Team comprised of local officials was assembled to discuss long-term planning. Since 2002, the Department and Local entities have been committed to developing a northern Stanislaus County corridor solution for a southern bypass of Oakdale and Riverbank. As a result, StanCOG, the Cities of Modesto, Riverbank, and Oakdale, and the County of Stanislaus have identified the NCC as a priority corridor. The Commission redirected the Oakdale Bypass project interregional transportation improvement program (ITIP) funds in the 2008 State Transportation Improvement Program (STIP) (CTC Resolution G-08-08) with the understanding that these funds would be restored to a viable replacement project in the future. Specifically, Resolution G-08-08 clause 2.9 states: “Be it further resolved that the Commission recognizes StanCOG’s commitment to the NCC project through the programming of the environmental component of the project in the 2008 STIP, and the Commission expects the Department and StanCOG to identify an appropriate scope, cost, and schedule for programming of a project segment in the 2010 STIP.” Unfortunately, insufficient capacity exists in the 2010 STIP to program a project. In a letter dated December 31, 2009, the Department informed the Stanislaus County Board of Supervisors and StanCOG of this situation. The letter also expressed the Department’s commitment to nominate funds for a project with a constructible segment and interregional benefit upon completion of the appropriate programming documents and a credible funding plan. The Department remains committed to this effort and will work with StanCOG to program a project in a future STIP cycle.

In 2008, the three Cities and County formulated a Joint Powers Authority referred as the North County Corridor Transportation Expressway Authority (NCCTEA). A major intent of the

NCCTEA is to improve the east-west traffic within the County. The NCCTEA is committed to the development of a multi-modal transportation corridor with regional and interregional significance between SR 99 and SR 120, which includes the new SR 108 route adoption segment. Additionally, Senate Bill 532 was enacted to add SR 108 to the interregional road system, making it eligible for ITIP funds. This legislation also altered the route description in the Statutes for consistency with this proposed route adoption.

Involvement of the local communities, County, and StanCOG has been substantial in developing viable corridors for the planned east-west route. During the Feasibility Study and the project initiation phase, the local entities worked closely to evaluate potential corridors and supported an east-west corridor as reflected in each of their respective general plans and circulation elements. Local agencies have provided resolutions in support of the State route adoption and have committed to working with the Department on the route adoption portion of the overall NCC SR 108 East Route Adoption.

The ultimate facility is planned as a multi-lane freeway, approximately ten miles long, from SR 219 and McHenry Avenue to just east of Albers Road and as a multi-lane controlled access highway for the remaining eight miles until it connects with SR 120, approximately six miles east of the City of Oakdale. The freeway segment will serve the urban areas of Modesto, Riverbank, and Oakdale. The controlled access highway segment is planned for the rural area of Stanislaus County south-east of Oakdale. The route adoptions will be executed as two concurrent CTC actions on this month's agenda (see also Resolution HRA 10-03).

Although the North County Corridor encompasses a roadway facility between SR 99 and SR 120, the proposed State route adoption is only for the segment between SR 108 (McHenry Avenue) and SR 120. These limits are a result of discussions occurring June 2008 to February 2009 between State and local entities. A freeway adoption connecting to SR 99 was interfering with the development of a modification proposal at the Hammett Road/SR 99 interchange. The Project Study Report for that project has assumed Hammett would remain a local road and proposes a local type interchange at SR 99. The Department concurred to pursue evaluating the new NCC SR 108 East Route Adoption.

This request is for the Freeway Route Adoption, and a separate request is being submitted for the Controlled Access Highway Route Adoption (Resolution HRA 10-03). These two route adoptions will allow for the execution of a freeway agreement and a controlled access highway agreement with Stanislaus County. The agreements will yield more precise information than the route adoptions for purposes of land use planning.

Relinquishment of the existing SR 108 will occur after construction of the new bypass. Relinquishment will transfer the State's right of way, title, and interest of the superseded section

of SR 108 to the City of Oakdale, City of Riverbank, and Stanislaus County as depicted in the attached Route Adoption Map.

A public information meeting was held on June 15, 2009. Public Hearings were held in the cities of Oakdale and Riverbank on October 13, 2009 and October 22, 2009, respectively.

The Project Report and Environmental Impact Report (EIR) for the route adoption were developed in close coordination with the Cities of Modesto, Riverbank, and Oakdale, the County of Stanislaus, and StanCOG. The project report is a planning-level document to support the California Environmental Quality Act (CEQA) Program EIR for the proposed action by the Commission to adopt a new corridor for SR 108. Commission approval of this route adoption is needed at this early project phase to enable the Department and local governments to pursue ITIP project funding and to plan for a future interregional freeway/expressway. There is a concurrent environmental action under Resolution E-10-27. A PSR-PDS will be used to request project support funding in future STIP cycles. A project level Project Report and formal studies will be prepared once the route adoption has been completed.

Attachments:

Resolution HRA 10-02

Location Map

Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
10-Sta-108 PM R27.5/R37.5

Resolution HRA 10-02

WHEREAS, the California Department of Transportation (Department) and the North County Corridor Transportation Expressway Authority (NCCTEA), with input on the project from the City of Modesto, City of Oakdale, City of Riverbank, County of Stanislaus, and Stanislaus County of Governments (StanCOG) have completed studies relative to the adopted State Highway Route 108, in Stanislaus County; and

WHEREAS, the Department and the NCCTEA have completed an Environmental Impact Report for the California Environmental Quality Act for this Route Adoption; and

WHEREAS, the Department will complete a Project Report and Environmental Document in accordance with the National Environmental and Protection Act and California Environmental Quality Act prior to approval of the connections to the proposed State Route 108; and

WHEREAS, the California Transportation Commission (Commission) redirected the Oakdale Bypass project Interregional Transportation Improvement Program (ITIP) funds in the 2008 State Transportation Improvement Program (STIP) (CTC Resolution G-08-08) with the understanding that these funds would be restored to a viable replacement project in the future; and

WHEREAS, the Commission expects the Department and StanCOG to identify an appropriate scope, cost, and schedule for programming of a project segment in a future STIP.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 108, from State Route 219 and McHenry Avenue north of the City of Modesto approximately 0.5 miles east of Albers Road south of the City of Oakdale, in Stanislaus County, and officially designate it as 10-Sta-108, a freeway, as said location is shown on the Route Adoption map submitted by Timothy Craggs, Acting Chief Design Engineer; and

BE IT FURTHER RESOLVED that said segment of State Highway Route 108 supersedes, and the Commission does rescind a section of the location Route 108 adopted on July 7, 1915; and

BE IT FURTHER RESOLVED that the superseded section of State Highway Route 108 will be relinquished to the City of Oakdale, City of Riverbank, and Stanislaus County as depicted in the attached Route Adoption Map. Relinquishment of the existing State Highway Route 108 will occur after construction of the new bypass; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State highway is for the best interest of the State.

NOTE

CONNECTIONS TO THE STATE ROUTE TO BE DETERMINED AT A LATER DATE. FURTHER STUDIES AND APPROVALS ARE REQUIRED PRIOR TO GRANTING ACCESS TO THE STATE ROUTE.

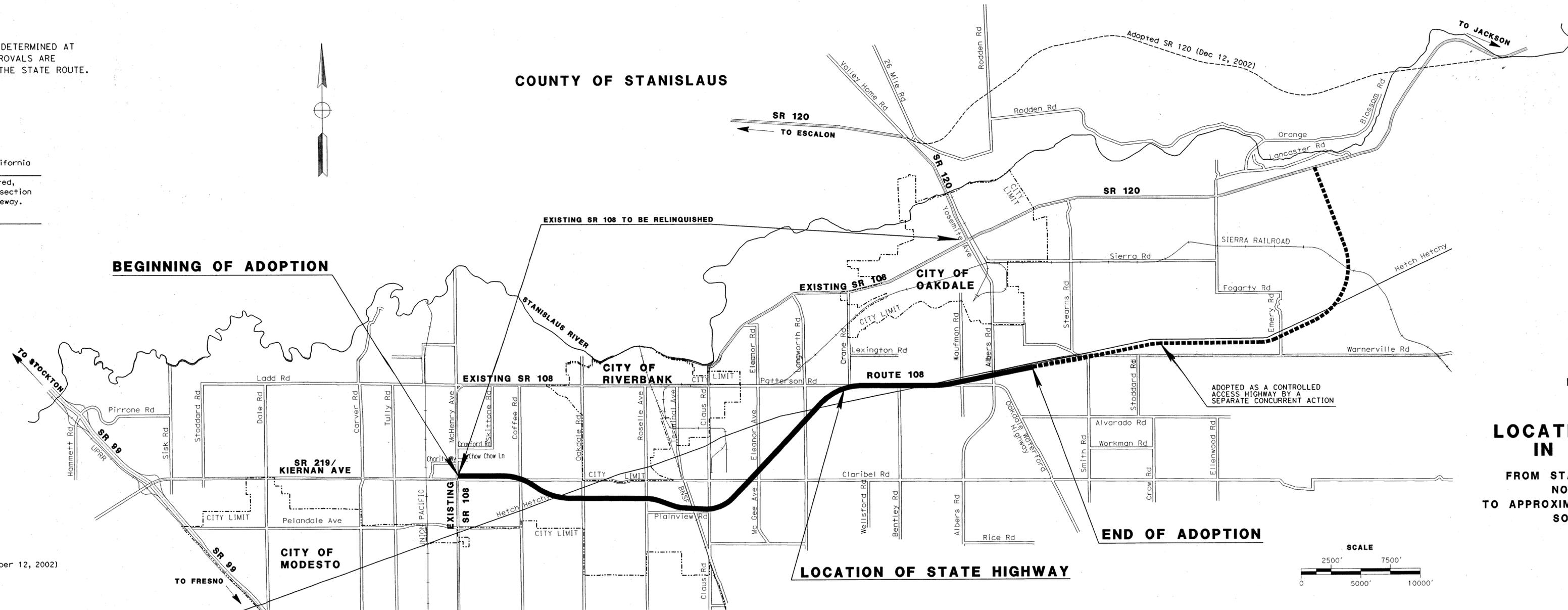
I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 108 and declared a freeway.

Attest: _____
Executive Director,
California Transportation Commission

I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 108.
Submitted: _____
Acting Chief Design Engineer
Civil Engineer License No. C34513

LEGEND

-  PROPOSED STATE ROUTE ADOPTION
-  EXISTING STATE ROUTE
-  ADOPTED STATE ROUTE 120 (December 12, 2002)
-  CITY LIMITS



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING
**LOCATION OF STATE HIGHWAY
IN STANISLAUS COUNTY**
FROM STATE ROUTE 219 AND McHENRY AVENUE
NORTH OF THE CITY OF MODESTO
TO APPROXIMATELY 0.5 MILES EAST OF ALBERS ROAD
SOUTH OF THE CITY OF OAKDALE
10-STA-108
A FREEWAY