

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 19-20, 2010

Reference No.: 2.3a.(3)
Action item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **ROUTE ADOPTION – CONTROLLED ACCESS HIGHWAY, 10-STA-108**
PM R37.5/R45.5
RESOLUTION HRA 10-03

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 10-03 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) R37.5 to R45.5.

ISSUE:

The Department proposes to modify the adopted route for SR 108 in Stanislaus County, in the vicinity of the city of Oakdale. The ultimate facility is planned as a multi-lane freeway/expressway corridor, approximately 18 miles long. Request for approval of a Freeway Route Adoption and this 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.

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. Request for approval of these route adoptions are being presented as two concurrent actions (see also Resolution HRA 10-02).

This request is for the Controlled Access Highway Route Adoption, and a separate request was submitted for the Freeway Route Adoption (HRA 10-02). Approval of these route adoptions will allow the execution of a controlled access highway agreement (CAHA) and a freeway agreement (FA) with Stanislaus County. The CAHA and FA will yield more precise information than the route adoption for purposes of land use planning.

SR 108 in its entirety is included in the Freeway and Expressway System. 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. 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. Increasing levels of traffic on State Route 108 into and through Oakdale have led to a growing traffic congestion problem that the Department and the local community have been addressing for over five decades.

In 1990, a Value Engineering study was conducted for a SR 120 Oakdale Bypass project and to further study the development of a SR 108 southern bypass. A northern corridor expressway, 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.

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, Stanislaus Council of Governments (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 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.

Involvement of the local communities, Stanislaus 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. The local entities remain committed to working with the Department on the route adoption portion of the overall NCC SR 108 East Route Adoption. Local agency resolutions were provided by member agencies for support of the State route adoption.

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 on 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 10-03

Location Map

Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
10-Sta-108 PM R37.5/R45.5

Resolution HRA 10-03

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 approximately 0.5 miles east of Albers Road south of the City of Oakdale to State Route 120 approximately six miles east of the City of Oakdale, in Stanislaus County, and officially designate it as 10-Sta-108, a controlled access highway, as said location is shown on the 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

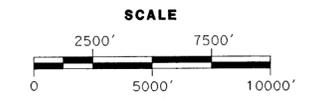
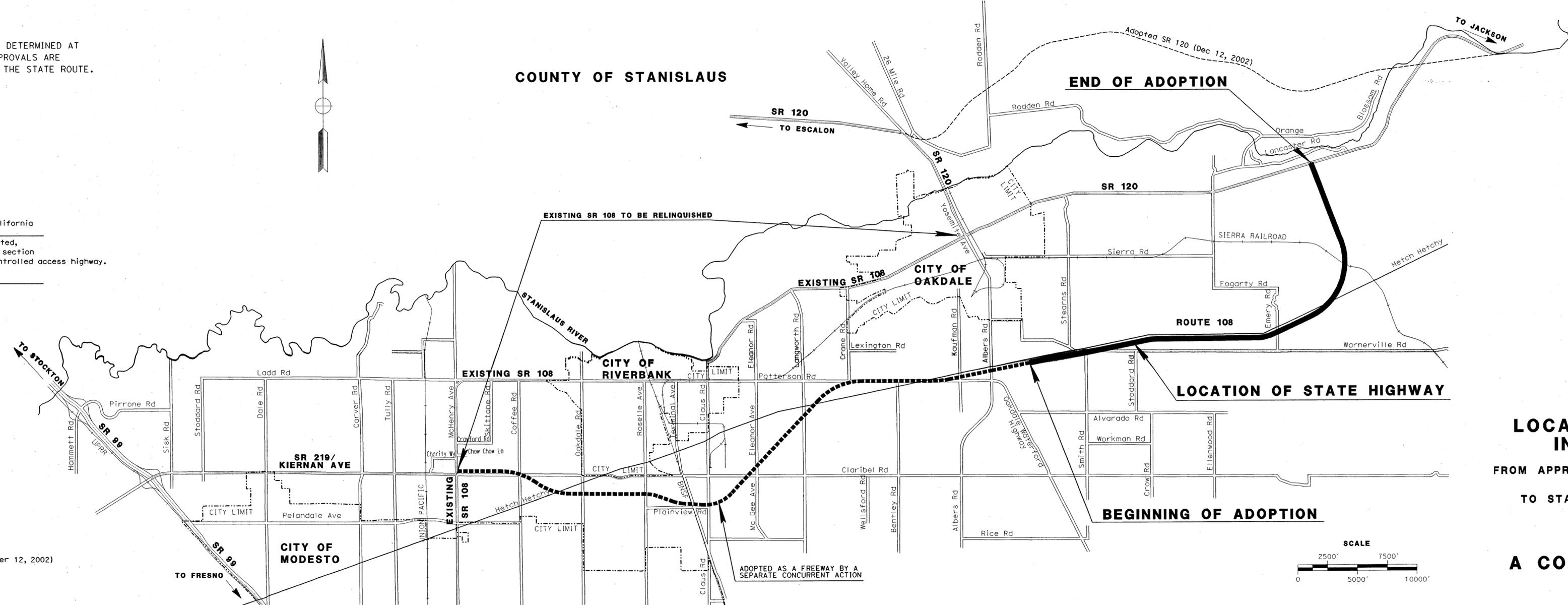
CONNECTIONS TO THE STATE ROUTE TO BE DETERMINED AT A LATER DATE. FURTHER STUDIES AND APPROVALS ARE REQUIRED PRIOR TO GRANTING ACCESS TO THE STATE ROUTE.

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 controlled access highway.

Attest: _____
Executive Director,
California Transportation Commission

LEGEND

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



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. 234513

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING
**LOCATION OF STATE HIGHWAY
IN STANISLAUS COUNTY**
FROM APPROXIMATELY 0.5 MILES EAST OF ALBERS ROAD
SOUTH OF THE CITY OF OAKDALE
TO STATE ROUTE 120 APPROXIMATELY SIX MILES
EAST OF THE CITY OF OAKDALE
10-STA-108
A CONTROLLED ACCESS HIGHWAY