



Transportation Concept Report
Unconstructed State Route (SR) 235
District 10
March 2016



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 10 Division of Planning, Local Assistance, and Environmental makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

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

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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) 235 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 1 or Tier 2 project. No further effort to include stakeholders has been undertaken.

EXECUTIVE SUMMARY

State Route 235 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 235 in the current SJCOG RTP (2015).

The proposed SR 235 was part of the legislative route (LR) developed prior to 1963 (LR 260). Two routes have been proposed for SR 235. The first proposed route conforms to the existing Eight Mile Road, north of Stockton, from Interstate 5 (I-5) to SR 99. The other conforms to Hammer Lane from I-5 to SR 99. No further resolution has been reached. A future facility at one of these locations might serve as a reliever route for the Crosstown Freeway (SR 4).¹ 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.

Current highway design standards would require the facility be an expressway. Current proposed alignments on either Hammer Lane or Eight Mile Road are conventional highway and it is likely that a new alignment may need to be considered. No projections of existing or future traffic volumes are provided for this reason.

Subsequent updates of the SR 235 TCR should contain additional details on the need and effects of an east/west connector route and constraints to the development of a concept facility such as cost, right-of-way acquisition, significant environmental impacts, community acceptance, and necessary improvements. Caltrans will work cooperatively with the San Joaquin Council of Governments to keep open the possibility of an east-west corridor in the area.

Concept Summary

Segment	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	Eight Mile Road, I-5 to SR 99	Not Built	Not Built	Not Applicable	Not Planned	Not Planned
2	Hammer Lane, I-5 to SR 99	Not Built	Not Built	Not Applicable	Not Planned	Not Planned

Currently, there are no proposals for the construction of SR 235. As a connector between I-5 and SR 99 the appropriate facility would be either expressway or freeway.

Concept Rationale:

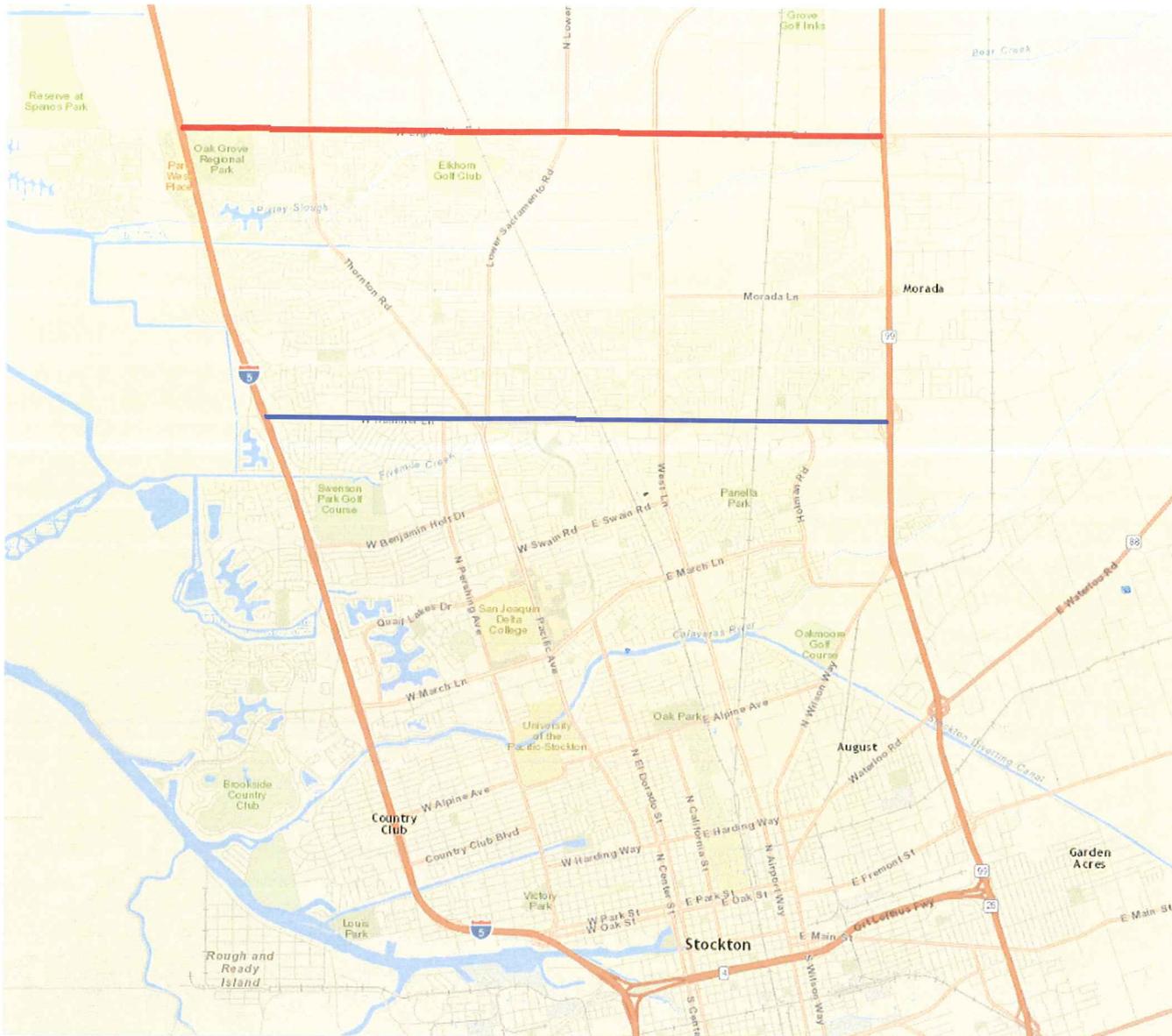
State Route 235 has not been included in the Interregional Road System, and would have a concept Level of Service of D.

Proposed Projects and Strategies:

None proposed.

¹ This conceptual alignment and need is reported in the *State Route 4 Transportation Concept Report*, (2014).

Figure 1: Map of the two proposed alignments for SR 235



CORRIDOR OVERVIEW

ROUTE DESCRIPTION

Route Location: SR 235 is located in San Joaquin County and travels from east to west through Stockton, linking I-5 and SR 99. Eight Mile Road and Hammer Lane have both been proposed as possible routes for SR 235.

Route Purpose: As an unconstructed route, SR 235's purpose reflects past population projections and inferred needs that have not yet arisen. Currently, SR 235's purpose would likely serve to reduce traffic demand on existing east to west corridors between I-5 and SR 99 in San Joaquin County, most likely SR 4 and SR 12.

Major Route Features: From I-5 to Lower Sacramento Road, Eight Mile Road is bordered by agricultural land to the north and has residential and commercial land to the south. From Lower Sacramento Road to SR 99, Eight Mile Road is bordered by agricultural land on both sides along with churches and employment centers. Creeks pass under Eight Mile Road at various points. Between North Lower Sacramento Road and Davis Road, Eight Mile Road becomes above grade, allowing traffic to pass over train tracks. There are three schools and a country club to the south.

Hammer Lane is bordered by primarily residential and commercial development on both the north and south sides between I-5 and SR 99. The road intersects with Pacific Avenue, leading to the Miracle Mile area of Stockton. There are also three schools to the south and one to the north. The number of driveways and number of at-grade intersections would render conversion to an expressway or freeway infeasible.

Route Designations and Characteristics:

Freeway & Expressway		Yes
National Highway System		Yes
Strategic Highway Network		No
Scenic Highway		No
Interregional Road System		No
High Emphasis		No
Focus Route		No
Federal Functional Classification		Arterial
Goods Movement Route		Potential
Truck Designation		STAA

Rural/Urban/Urbanized		Urbanized
Metropolitan Planning Organization		SJCOG
Regional Transportation Planning Agency		SJCOG
Congestion Management Agency		SJCOG
County Transportation Commission		N/A
Local Agency		City of Stockton/San Joaquin County
Tribes		N/A
Air District		San Joaquin Valley Air Pollution Control District
Terrain		Flat