

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 11-12, 2002

Reference No.: 2.3a
Action Item

From: ROBERT L. GARCIA
Chief Financial Officer

Prepared by: Karla Sutliff
Chief
Division of Design

Ref: **ADOPTION OF LOCATION FOR STATE HIGHWAY AS A FREEWAY, 10-STA-120
KP 4.8/R21.4 (PM 3.0/R13.3), RESOLUTION HRA-02-08.**

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 02-08 and a route location map for the State Highway Route 120. The Department of Transportation recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts a new 16.6 kilometers (10.3 miles) location for State Highway Route 120 from 0.2 kilometer (0.1 mile) west of Valley Home Road to 4.5 kilometer (2.8 mile) east of Lancaster Road.

A Project Report was approved on September 30, 2002. The Final Environmental Impact Report/ Final Environmental Impact Statement and Section 4(f) Evaluation were approved on September 4, 2002.

Recommended by:



BRENT FELKER, Deputy Director
Project Delivery

BACKGROUND

Existing State Highway Route 120 is a major east/west route that begins east of Tracy at its junction with Route 5, extending eastward through Manteca, Escalon, Oakdale, and Yosemite National Park, ending in the community of Benton near the California/Nevada border. State Route 120 serves as a major recreation route and as a commuter route in the Central Valley and foothills and is also a highway of statewide significance providing interregional and intrastate travel through its connections with Route 5 and Yosemite National Park. It is the main lifeline route to the fast growing Tuolumne County, carrying a diverse mixture of commercial, agricultural, recreational, commuter, truck and local traffic. State Route 120 meets with State Route 108 in downtown Oakdale, and continues east toward State Route 49 as coincident routing for both Routes 120/108 for approximately 40 kilometers (25 miles) until separating just west of the City of Sonora in Tuolumne County.

Increasing levels of traffic on both State Routes 120 and 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 four decades. Congestion is most severe at weeks end due to recreational traffic traveling to Yosemite National Park, the Jamestown and Sonora areas, and points east, and during the week from the heavy commute traffic. The area most severely affected is at the junction of State Routes 108 and 120 (Yosemite Avenue and F) in downtown Oakdale where the level of service (LOS) in 2001 was classified as "F", representing heavily congested traffic with long delays. The LOS is projected to continue to degrade to 'very high delays' by the year 2020 in the absence of any system improvements.

In the late 1960's following extensive studies and public meetings, the California Highway Commission (CHC) adopted the State Highway Route 120 between State Route 5 (Interstate 5) in San Joaquin County and the four-lane expressway section in Tuolumne County. Freeway Agreements were signed with San Joaquin and Stanislaus Counties and the cities of Manteca and Oakdale. In 1982, the statewide reconsideration of all unconstructed freeway and expressway routes resulted in the rescission of many routes that could not be considered to have a reasonable chance of being built. Strong support for the State Route 120 Expressway from the communities of Manteca, Escalon, and Oakdale prevented the current adopted routes from being rescinded and in 1984, the Stanislaus Area Council of Governments (StanCOG) requested the Department complete a Project Study Report (PSR) for an Oakdale Bypass, to address the severe interregional traffic congestion on State Route 120.

Over the next two decades, many alternatives were studied and put before the Department and public. A Value Analysis study was performed in 1990, a Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) was begun in 1991, followed by detailed surveys of the proposed alternative areas. Results of the 1994 DEIS/EIR surveys eliminated all then-current alternatives due to significant environmental impacts. New alignments were detailed and further study was undertaken, new environmental issues were addressed, new additions to the lists of threatened and endangered species required additional studies, and finally, in 1999, the Department submitted its preliminary DEIR/EIS to the Federal Highway Administration for review and approval and for public review. Public hearings were held at each DEIR/EIS phase, involving all the affected communities.

The proposed Oakdale Bypass has been under study and development with considerable public and local agency input and direction since the 1950's. It has been the number one State Highway priority for the StanCOG, Stanislaus County, and the City of Oakdale, since 1990. Following many years of alternative development and modification, the Final Environmental Impact Report/ Final Environmental Impact Statement and Section 4(f) Evaluation was approved on September 5, 2002. The Project Report was approved on September 30, 2002, detailing the proposal below as the preferred alternative.

PROPOSAL

The project proposes to construct a two-lane controlled access highway with passing lanes on new alignment from the intersection of existing State Route 120 and Valley Home Road to a point on existing State Route 120 approximately 4.5 kilometers (2.8 miles) east of Lancaster road. The current southbound segment of Route 120 from Valley Home Road to the Junction with State Route 108 will be redesignated, under separate Commission action at the end of construction, as State Route 108 taking traffic north to the new controlled access highway alignment of State Route 120. This project will help alleviate congestion in downtown Oakdale by allowing through traffic on State Route 120 to bypass the City. Resolution E-02-53, approved by the Commission on November 7, 2002, approved future funding in the 2002 State Transportation Improvement Program (STIP) at approximately \$102 million with \$95.5 million from Interregional Improvement Program funds. Construction is scheduled to begin in the 2003/2004 fiscal year.

COORDINATION

A Project Report was approved on September 30, 2002. The Final Environmental Impact Report/ Final Environmental Impact Statement and Section 4(f) Evaluation were approved on September 5, 2002. On November 7, 2002, the Commission, as the lead agency, approved the consideration of funding in Resolution E-02-53. Following approval of this Route Adoption, the Federal Highway Administration (FHWA) will be able to sign the Record of Decision (ROD) providing final FHWA concurrence with the environmental process.

A new Freeway Agreement between the Department and Stanislaus County has been prepared for execution pending the approval of this resolution. Cooperative Agreements between the Department and both the City of Oakdale and Stanislaus County, with respect to relinquishment of existing State Route 120 and the expected effort to bring the roadway to a state of good repair are currently being negotiated. A Highway Redesignation Resolution (HRR) will be required at the completion of construction to redesignate that portion of existing State Route 120 as State Route 108, from the beginning of this Route Adoption to the existing junction of Routes 120 and 108, at F Street and Yosemite Avenue in Oakdale. Portions of the August 17, 1967, and March 23, 1955 freeway route adoptions will be rescinded as a part of this proposed freeway route adoption, as shown on the Route Adoption Map. The remaining portions of those routes, as well as the freeway route adoption of November 15, 1955, will be retained for future improvements. At such time as a project(s) is proposed to extend the controlled access facility west or east of this project, a new route adoption will be necessary to close the gap between this route adoption and the existing freeway route(s) adopted August 17, 1967, or March 23, 1955, respectively, or to new route locations, depending upon the results of the appropriate environmental documents for such improvements.

CONCLUSION

The proposed route adoption for this segment of State Highway Route 120 is needed to reduce traffic congestion, enhance continuity, and improve safety on State Routes 120 / 108 in the vicinity of Oakdale. For these reasons the adoption of the proposed highway is in the best interest of the public.

Attachment(s)

CALIFORNIA TRANSPORTATION COMMISSION
Resolution Adopting A Freeway Location
10-STA-120 KP-4.8/R21.4 (PM 3.0/R13.3)

Resolution HRA 02-08

WHEREAS, the Department of Transportation, with input for the project from the City of Oakdale, Stanislaus County, and the Stanislaus County Transportation Commission has completed studies and approved of the public hearing process relative to the adopted location for State Highway Route 120, in Stanislaus County, from 0.2 kilometer (0.1 mile) west of Valley Home Road to 4.5 kilometer (2.8 mile) east of Lancaster Road; and

WHEREAS, the Department of Transportation has completed a Final Environmental Impact Report / Final Environmental Impact Statement (FEIR/FEIS) and Section 4(f) Evaluation; and,

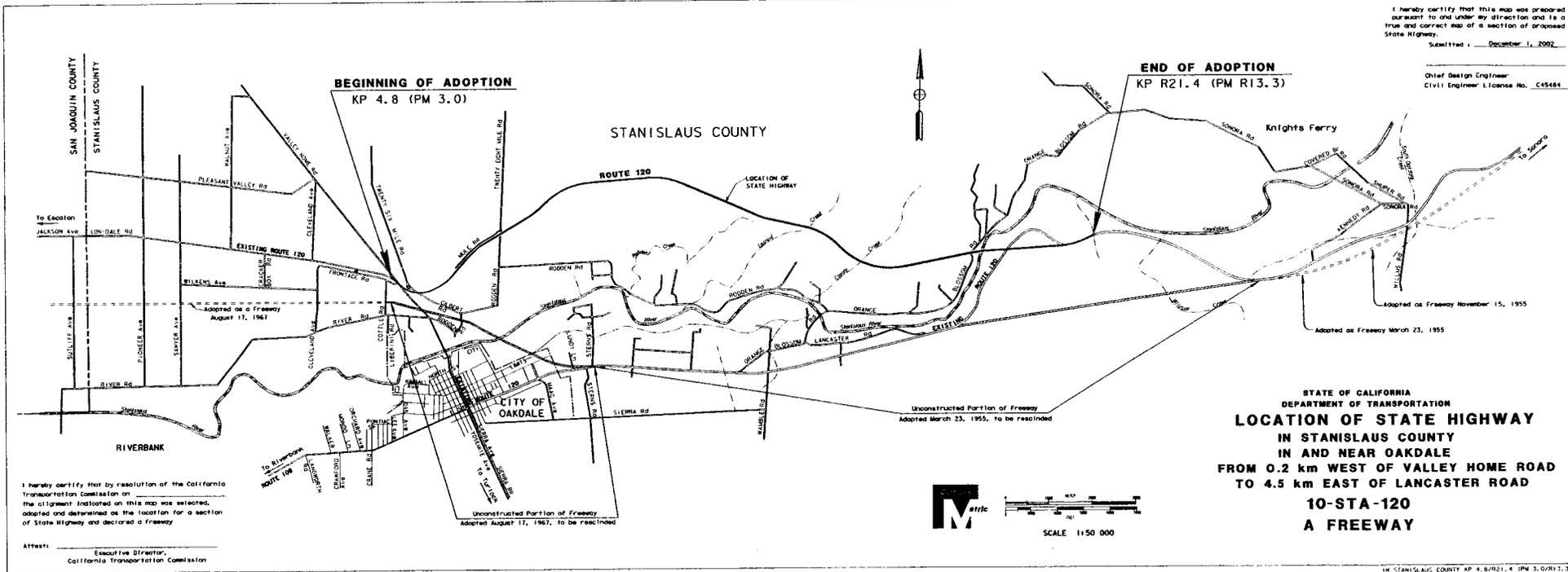
WHEREAS, the Alternative 2A was selected as the preferred alternative because it would have the least overall impact to the environment and best fulfilled the design aspects of the project; and

NOW, THEREFORE, BE IT RESOLVED by the California Transportation 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 120, Kilometer Post 4.8 (Postmile 3.0) to Kilometer Post R21.4 (Postmile R13.3), in Stanislaus County and officially designate it as 10-STA-120, a freeway, as said location is shown on the map submitted on December 1, 2002 by Karla Sutliff, Chief, Division of Design; and

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

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.
 Signed: December 1, 2002

Chief Design Engineer
 Civil Engineer License No. C45484



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 and declared a Freeway.

Attest: Executive Director,
 California Transportation Commission

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**LOCATION OF STATE HIGHWAY
 IN STANISLAUS COUNTY
 IN AND NEAR OAKDALE
 FROM 0.2 km WEST OF VALLEY HOME ROAD
 TO 4.5 km EAST OF LANCASTER ROAD
 10-STA-120
 A FREEWAY**