

# SR-108

AUGUST 2014

Stanislaus County

Tuolumne County

CALTRANS DISTRICT 10

# State Route 108

TRANSPORTATION CONCEPT REPORT



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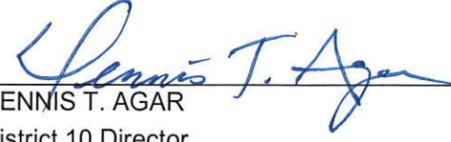
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**Approval Recommended:**

  
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 District 10 Director

## INTRODUCTION TO THE TRANSPORTATION CONCEPT REPORT

### What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service (LOS) and quality of operations that are feasible to attain over a twenty-year period as indicated in the route concept.

The concept facility will provide the amount of vehicle-carrying capacity necessary to achieve the concept LOS and, in some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a concept.

In addition to the 20-year route concept, the TCR includes an ultimate concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate concepts must be used cautiously however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

### How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State Highway System (SHS), Caltrans establishes a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies, and improvement priorities.

State highways within each local jurisdiction should be recognized and included in the circulation element of the General Plan. The jurisdiction should also adopt the concept LOS standard (the minimum level or quality

of operations that is appropriate for each route segment and is considered to be reasonably attainable within the 20-year planning period) indicated in the TCR, along with the concept improvements described in the TCR as necessary to meet the concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements. Typical concept LOS standards in District 10 are LOS 'C' in rural areas and LOS 'D' in urban areas.

### Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access, in one place in the document, all the necessary data and information that pertains to a particular segment of the route.

This format creates a certain amount of repetition in the TCR, as the route is divided into segments for analysis. Each segment's fact sheet contains a variety of technical, statistical, cultural, environmental and other useful information that provide a deeper understanding of the route and a context for the concepts developed for it.

TCRs also include estimated right-of-way widths, and a scan of environmental resources and issues known to exist in the vicinity of the highway. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs and environmental resources cannot be defined until the appropriate environmental and engineering studies are completed.

In the back of the TCR is a glossary of terms and acronyms used for this report.

### Concept Improvements

The range of improvements available to achieve a route concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in route concept improvements, although both will occur throughout the corridor as needed.

Because a highway is but one part of an interconnected transportation network, District 10 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, ports, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles, used occasionally by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as concept improvements.

Where a LOS is 'F', the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a concept LOS 'F' is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy to optimizing the segment operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily-congested urban route segments. The results of this analysis will determine which specific operational improvements will become concept improvements.

District 10 strives to improve the quality and usefulness of its TCRs. Future updates will be expanded to include performance measures and, if available, plans that help incorporate specific, context-sensitive features into highway projects.

## EXECUTIVE SUMMARY

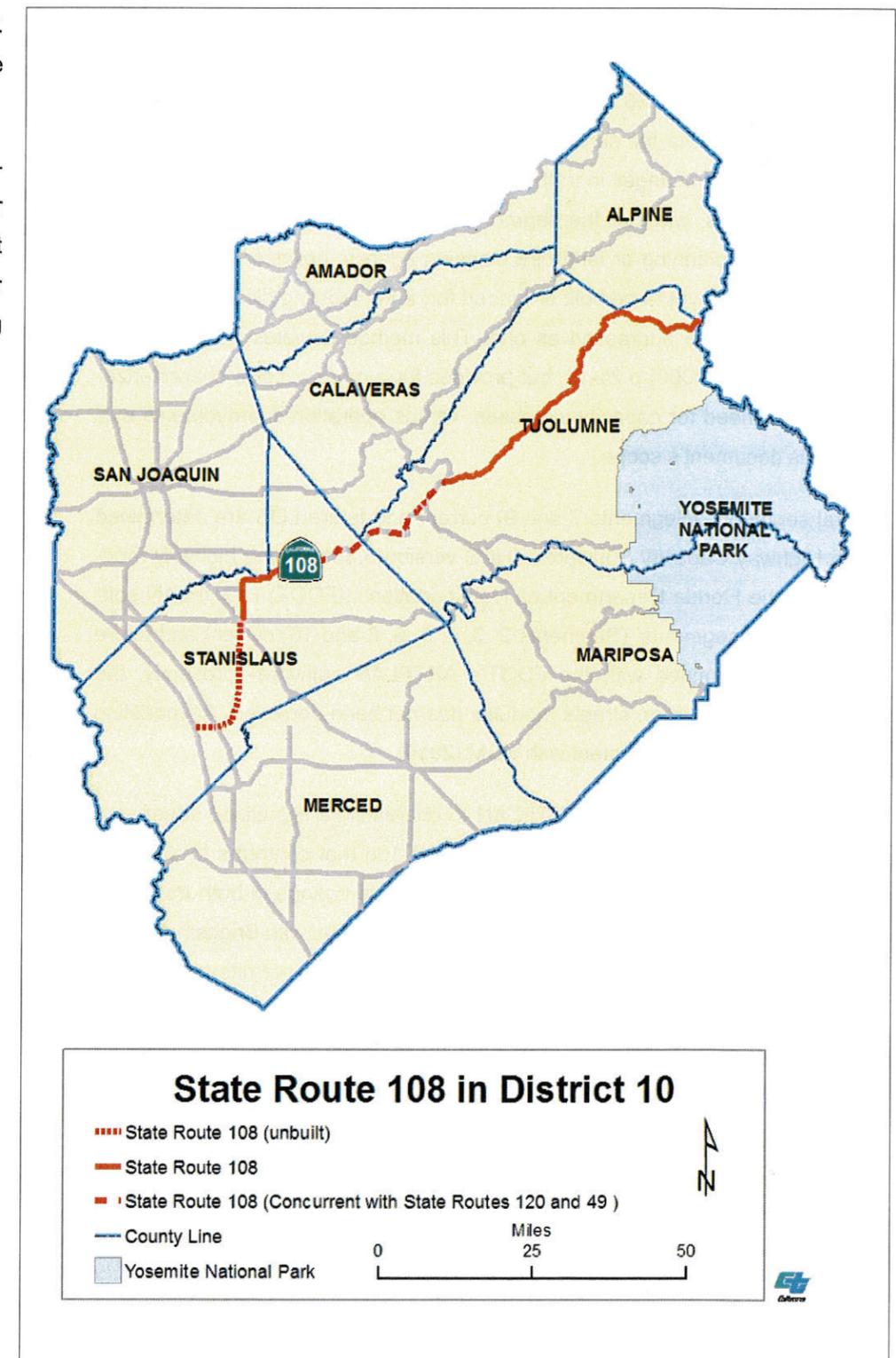
The TCR provides long range system planning for highways, and identifies the potential future need for capacity increasing improvements. Employing Highway Capacity Manual (HCM) methodologies, the TCR projects current traffic volumes twenty years into the future and compares future outcomes with the current facility and concept LOS, recommends future concept facilities, and defines the Ultimate Transportation Corridor (UTC) needed for the preservation of future right of way beyond its twenty year planning horizon.

This TCR primarily addresses the portion of State Route 108 that originates in Stanislaus County (STA). The portion of SR-108 that runs through Tuolumne County (TUO) has been addressed through a Corridor System Management Plan as part of the bond funding for the East Sonora Bypass Stage II. Segment factsheets are included, but the CSMP remains the primary document. SR-108 (with the exception of the unbuilt portion) is on the Interregional Road System (IRRS). The concept LOS standard for facilities with an IRRS designation in District 10 is 'D' for urban and 'C' for rural. As SR-108 is on the Freeway and Expressway system, the design requirements for future facilities would be expressway at a minimum. Currently, no freeway agreements exist along SR-108 in Stanislaus County.

The Federal Highway Administration (FHWA) had functionally classified SR-108 as a Principal Arterial in urban contexts, and as a Minor Arterial or Major Collector in a rural context as indicated in the most recent California Road System (CRS) maps. Principal arterial segments of STA-108 are on the National Highway System (NHS). SR-108 is not a component of the Strategic Highway Network (STRAHNET), though a military base is present on the route in Mono County (U.S. Marine Corps Mountain Training Facility). Portions of SR-108 are Terminal Access Routes consistent with the Surface Transportation Assistance Act's provisions (for STA-108, this would be from Yosemite Avenue (SR-120) south to the intersection of McHenry Road and Needham Street; and for TUO-108, from the SR-108 and SR-120 split eastward to Strawberry). SR-108 is pedestrian and bicycle accessible; and, is not designated but is considered eligible for State or federal scenic highway status within Tuolumne County.

Current and future LOS for SR-108 are deficient in Stanislaus County. Future development of the North County Corridor will address these needs. No deficiencies are reported for Tuolumne County.

Initial planning documents do not consider costs, design, or prioritization, and are subject to refinement and revision as better information or methods become available. The information provided reflects best practices and do not necessarily constitute standards, specifications, or regulations. Every effort has been made by the District 10 Planning Division to ensure the accuracy and precision of the data presented.



## STANISLAUS COUNTY SUMMARY

Of the State highways within Stanislaus County, SR-108 provides a home to work commute from the northern county into Modesto. It may also provide a home to work commute to the Bay Area via SR-219 onto SR-99 or via SR-120.

Ten segments of SR-108 are analyzed in Stanislaus County. Division of highways into segments for purposes of system evaluation and analysis follow considerations of changes in traffic volume or its composition, a change in the number of lanes, whether the segment was urban or rural, and changes in transportation planning or land use planning agency; however, one segment (Segment 1) has yet to be built or funded for; and modeling dictated that Segments 4 and 5 be addressed as one. This method deviates from that suggested in HCM (2000) p.21-13, but provides for a more concise characterization for the need for capacity increases, versus operation improvements outside this document's scope.

Rural segments' (Segments 7 and 9) current and future LOS are determined with Highway Capacity Software's (HCS version 5.3) two lane highway module, and the Florida Department of Transportation's (FDOT) HIGHPLAN software. Urban segments' (Segments 2, 3, 4, 5, 6, 8 and 10) current and future LOS are determined with the FDOT's ARTPLAN software—presently, the HCS version 5.3 urban streets modules has not been deployed. All modeling softwares used are consistent with HCM (2010).

The necessity of employing ARTPLAN to characterize signalized street segments presented issues on the portion of SR-108 that conforms to McHenry Avenue in the City of Modesto. A significant large change in both traffic volume and street configuration occur near the intersection with Briggsmore Avenue but the change can be included in the software and permits treatment of the entire McHenry Avenue between Needham Street and Kiernan Avenue (SR-219). Though different LOS may be ascribed to the two segments (Needham Street to Briggsmore Avenue; and Briggsmore Avenue to Kiernan Avenue), several of the signalized sections within the segment function to characterize segment LOS (particularly, Granger Avenue to Briggsmore Avenue, Woodrow Avenue to Standiford Avenue), with those two sections better suited to operational improvement than capacity improvement.

Segment 1 presents several issues. Although SR-108 is characterized as originating from I-5 through to SR-99 near Modesto, the precise route has

been unspecified, and there is no future right-of-way currently in Caltrans ownership. Generally, the future route is assigned from the Crow's Landing/Fink Road Interchange and roughly following the route of Crow's Landing Road. It may be in the context of local transportation planning priorities that envision construction of Crow's Landing Road to expressway design standard which allow completion of the legislative mandate, but this appears unclear given the new alignment given to SR-108 associated with the North County Corridor (Stanislaus Council of Governments, (STANCOG) Regional Transportation Plan 2011 (RTP) ) which may require realignment of this segment farther north, possibly north relative to SR-132.

SR-108 serves the Cities of Modesto, Riverbank, and Oakdale, both performing as, and providing access to, each city's commercial and retail centers. Historically, each city functioned as a rail entrepot for agricultural goods. Given the large local population, the majority of residents likely depend upon non-farm sector employment, though major regional employers include industries associated with agriculture, particularly canneries.

According to the 2010 census, there appear to be prominent differences in the demographic composition of the three cities particularly the segment that self reports as 'Latino/Hispanic of any race'. Modesto, a city of 200,000, has an ethnic composition of 65% white, 4.2% African American, 1.2% Native American, 6.7% Asian, and 1.0% Pacific Islander. Nearly a third of the population in Modesto identifies as Latino/ Hispanic. The City of Riverbank reports a similar ethnic composition (65.9% white, 2.1% African American, 1.2% Native American, 3.4% Asian, and 0.4% Pacific Islander), but that the number self identified as Hispanics is just over half (52.1%). The City of Oakdale reports the least diverse ethnic composition (80.1% white, 0.8% African American, 1.0% Native American, 2.2% Asian, 0.2% Pacific Islander) with the number of self reported Latino/ Hispanics at 26.1%. The three cities have similar age structures to the population, with almost twice as many people under the age of 18 (26.8%, 31% and 27.9% respectively) than are over the age of 65 (11.7%, 8.3%, and 12.8% respectively). Modesto reports 69,107 households with 57% owner occupied with an average family size of 3.38 persons; for Riverbank, it is 6,579 households with 72.2% owner occupied with an average family size of 3.76 persons; and, for Oakdale it is 7,288 households with 58.7% owner occupied with an average family size of 3.28 persons. Median household income is below that for the State (\$46,816), \$40,393 for Modesto,

\$44,668 for Riverbank, and \$39,338 for Oakdale (2000 Census). The percentage of total population below the federal poverty line is 15.7%, 12.3%, and 11.3% respectively compared to 16% for Stanislaus County, and 14.2% for California (2000 Census).

The general trend in developing and improving the State transportation system's surface highways has been to develop and maintain routes within a rural low population density context, often by abandoning routes that travel through urban cores by relinquishment of the existing alignment for new alignments that encircle or bypass the population centers. Historically, the route for the constructed portion of SR-108 reflects early twentieth century transportation planning priorities that emphasized the interregional transport of unfinished goods and materials (rather than the current emphasis on conveying people) from the hinterlands to the urban centers; and its alignment has remained largely unaltered. Transforming SR-108 into a route that best conveys commuter travel between, and through the cities of Stanislaus County remains a challenge. The currently proposed North County Corridor intends to address this, by abandoning the segment that runs through the City of Modesto, in favor of an expressway that connects Riverbank and Oakdale to SR-99 near Salida, through undeveloped farmland.

Outside of the two rural segments, past land use in the three municipalities constrains highway improvements to operational rather than capacity increasing. Within the three cities, the highway defines primary access to local commercial and retail centers, and is subject to short intersection spacing, and high numbers of access points that conflict with Highway Design Manual standards for expressways. Until the construction of new alignment, efforts to maintain performance may be limited to reducing access points through the development of an access management plan. For this reason, concept facilities within these constraints retain existing lane configurations of a conventional highway, while new alignments will express appropriate lane capacity to address need.

With SR-108 serving urban areas within three cities, substantial opportunities for multimodal transportation exist. Both the Stanislaus Rapid Transit District (StaRTD) and Modesto Area Express (MAX) deploy fixed route buses along the McHenry corridor, StaRTD Route 60 travels on SR-108 from the Briggsmore Avenue Intersection to Oakdale, and the MAX Route 22 follows McHenry Avenue from Needham to Standiford Avenue. The entire route is

Class III bicycle lane with the exception of a portion of Santa Fe Street in Riverbank that is Class II. Planned upgrades to Class II are indicated along McHenry north of Pelandale Avenue to Patterson Road, and along Needham Avenue.

Much more may be done to address pedestrian needs beyond the sidewalks within the three cities, however operational or safety needs within the overall County would not justify the expenditure (see Figure 3-4 Pedestrian Collision Map, and pp.10-12, *Non-Motorized Transportation Plan*, 2008). Independent of the local planning priorities, Caltrans will monitor and address safety and operational deficiencies that arise on SR-108 as needs arise consistent with its role as the planner for interregional transportation.

SR-108 does not have a significant role in the interregional movement of goods and services within Stanislaus County. Between Ninth Street (PM R22.438) and McHenry Avenue at (PM 23.080) SR-108 is a California Legal Truck Route. The rest of the route meets Surface Transportation Assistance Act terminal access standards, and connects to the National Network by either SR-219 or SR-120.

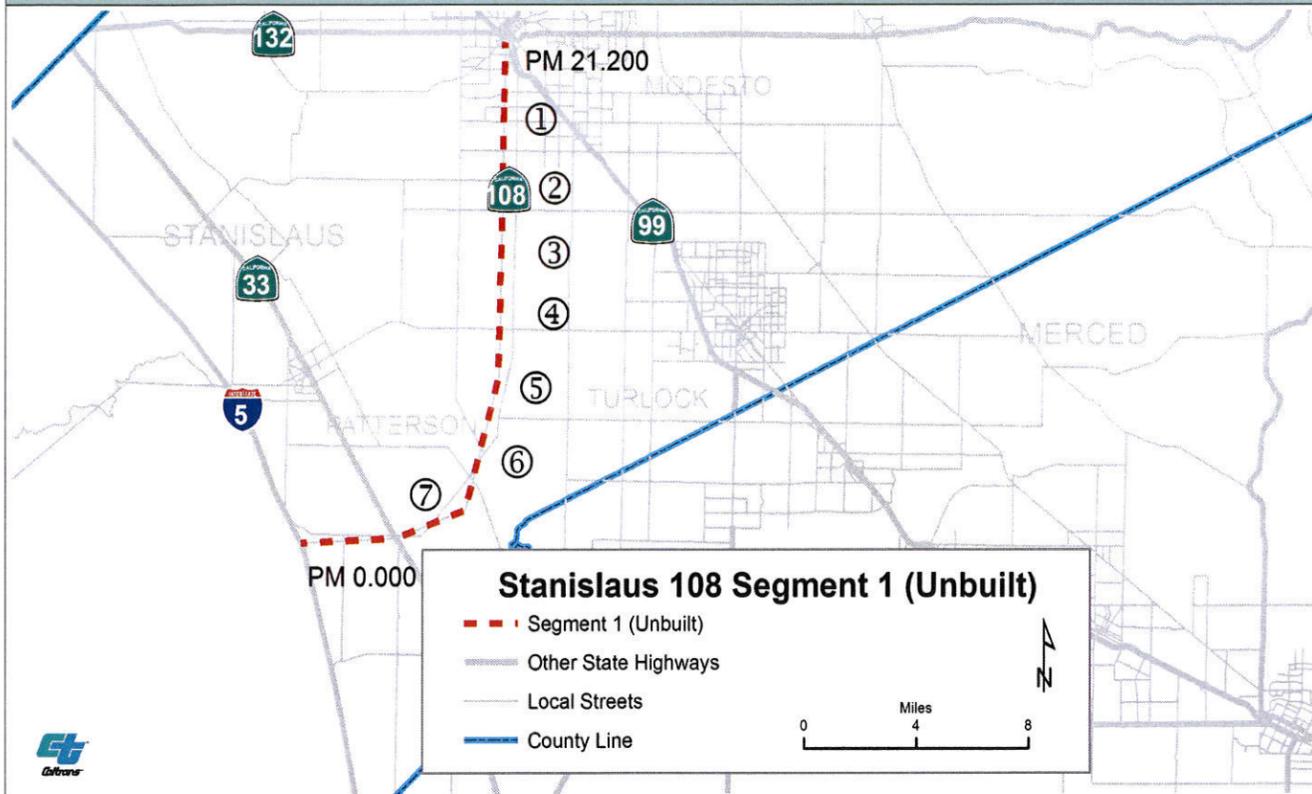
With the inclusion of the North County Corridor in the RTP all deficient highway segments of SR-108 would be considered addressed. Interim operational improvements should be undertaken on the route as means to address future relinquishment in a state of good repair. Because all of the urban segments underperform to LOS standards because volume exceeds capacity, other performance measures should be considered to assess need and performance during the interim, in light of current fiscal shortfalls.

STANISLAUS COUNTY FACT SHEETS—SEGMENT 1

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 1



<b>Description:</b> From I-5 to Modesto (unbuilt)			
<b>Post Mile:</b>	0.000/21.200	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	~21.200	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	N/A	<b>Local Planning Jurisdiction:</b>	Stanislaus County
		<b>Other Agency/Entity:</b>	STANCOG
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	N/A	<b>Lane Width (ft.):</b>	N/A
<b>Terrain:</b>	N/A	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	N/A
<b>Accessible to Bicycles:</b>	N/A	<b>Median Width (ft.):</b>	N/A
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	N/A
<b>Postmile:</b>	N/A	<b>Present Serviceability Rating:</b>	N/A
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	N/A	<b>Scenic Highway (Designated):</b>	N/A
<b>Facility Type:</b>	N/A	<b>Scenic Highway (Eligible):</b>	N/A
<b>Interregional Road System:</b>	No	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	N/A	<b>National Network, Terminal Access:</b>	N/A
<b>Focus Route/Gateway Route:</b>	N/A	<b>Surface Transportation Assistance Act (STAA):</b>	N/A
<b>National Highway System:</b>	N/A	<b>California Legal:</b>	N/A
<b>Freeway Expressway System:</b>	N/A	<b>Advisory:</b>	N/A
<b>Strategic Highway Network:</b>	N/A	<b>Additional Restrictions:</b>	N/A
<b>Freeway Agreement:</b>	N/A	<b>Access to Intermodal Freight Facility:</b>	N/A
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	N/A
<b>Wetlands:</b>	N/A	<b>Leaking Underground Tanks:</b>	N/A
<b>Special Status Species:</b>	N/A	<b>Possible Hazardous Waste:</b>	N/A
<b>Air Quality</b>			
<b>Ozone:</b>	Non-Attainment	<b>Particulate Matter 10 m:</b>	Attainment-Maintenance
		<b>Particulate Matter 2.5 m:</b>	Non-Attainment
		<b>Carbon Monoxide:</b>	Attainment

Travel Forecast Data							
<b>Posted Speed:</b>	55 MPH	2010		2020		2030	
<b>Existing Facility:</b>	N/A	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
<b>Level of Service:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Volume/Capacity:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Peak Hour Volume:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Average Daily Traffic:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Peak Hour Directional Split:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Truck Volume % of Total ADT:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Peak Hour % of Trucks:</b>	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.							

Existing Transportation Network							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
Class							
LOS							
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept		
<b>Concept Level of Service:</b>	2030	C
<b>Concept Facility:</b>		N/A
<b>Ultimate Transportation Corridor:</b>		N/A
<b>Comments:</b>		

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
①	Whitmore Avenue to SR-99*	Widen from four to six lanes			
②	Keyes Road to Monte Vista Avenue*	Widen to three lanes			
③	Monte Vista Avenue to W. Main Street *	Widen to three lanes			
④	W. Main Street to Harding Road*	Widen to three lanes			
⑤	Harding Road to Carpenter Road*	Widen to three lanes			
⑥	Carpenter Road to River Road/Marshall Road*	Widen to three lanes			
⑦	River Road/Marshall Road to State Route 33*	Widen to three lanes			
●	Alignment does not exist, no programmed projects				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
N/A	N/A		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

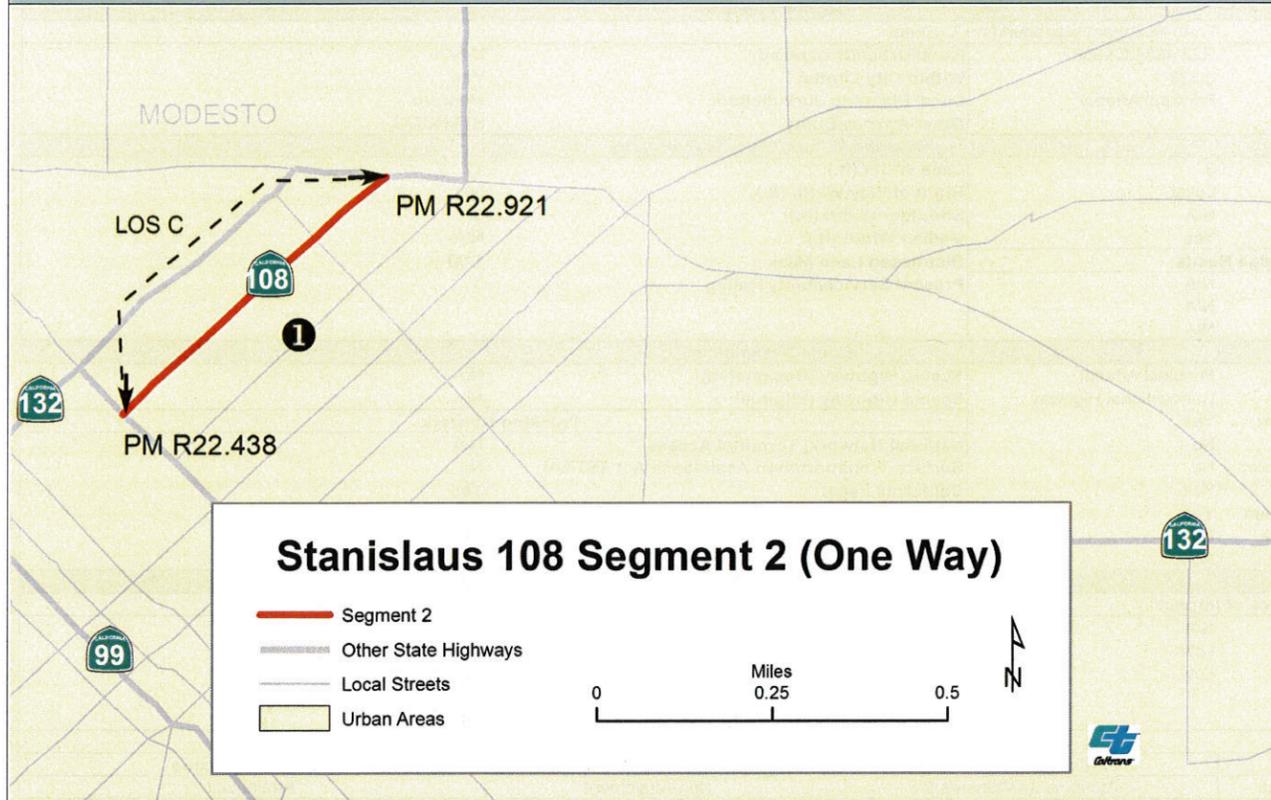
Comments: \*Planned improvements to Crows Landing Road, which is not currently part of the State Highway System

STANISLAUS COUNTY FACT SHEETS—SEGMENT 2

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 2



**Stanislaus 108 Segment 2 (One Way)**

— Segment 2  
— Other State Highways  
— Local Streets  
 Urban Areas

0 0.25 0.5 Miles

<b>Segment Location:</b>			
<b>Description:</b>	From Ninth Street (SR-132), eastbound on 'K' Street		
<b>Post Mile:</b>	R22.438/R22.921	<b>Rural/Urban/Urbanized:</b>	Urban
<b>Length:</b>	0.483	<b>Within City Limits:</b>	Yes
<b>Functional Classification:</b>	Principal Arterial	<b>Local Planning Jurisdiction:</b>	Modesto
		<b>Other Agency/Entity:</b>	STANCOG
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	3	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Level	<b>Right of Way Width (ft.):</b>	50
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	3
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	N/A
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	1.00
<b>Postmile:</b>	N/A	<b>Present Serviceability Rating:</b>	3
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Principal Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional Highway	<b>Scenic Highway (Eligible):</b>	No
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access:</b>	N/A
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA):</b>	No
<b>National Highway System:</b>	Yes	<b>California Legal:</b>	Yes
<b>Freeway Expressway System:</b>	Yes	<b>Advisory:</b>	No
<b>Strategic Highway Network:</b>	No	<b>Additional Restrictions:</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility:</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	Low
<b>Wetlands:</b>	Low	<b>Leaking Underground Tanks:</b>	Moderate
<b>Special Status Species:</b>	Low	<b>Possible Hazardous Waste:</b>	Low to Moderate
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

	Travel Forecast Data					
	2010		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
Posted Speed:	35 MPH					
Existing Facility:	3 lane conventional					
Level of Service:	N/A	D	N/A	E	N/A	E
Volume/Capacity:	N/A	0.58	N/A	0.63	N/A	0.76
Peak Hour Volume:	460		500		600	
Average Daily Traffic:	4,450		5,100		5,900	
Peak Hour Directional Split:	100/0		100/0		100/0	
Truck Volume % of Total ADT:	3.2		3.2		3.2	
Peak Hour % of Trucks:	2.6		2.6		2.6	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/R22.921	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/R22.921	PM		PM		PM	
Location	On Route	Location		Location		Location	
LOS	N/A						

Segment Route Concept	
Concept Level of Service:	D
Concept Facility 2030:	3 lane conventional
Ultimate Transportation Corridor:	4 lane expressway
Comments:	

Planned Projects			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
0					
1	N/A	No planned transportation projects were identified for this segment. North County Corridor			New two to six lane expressway SR-99 to McHenry

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

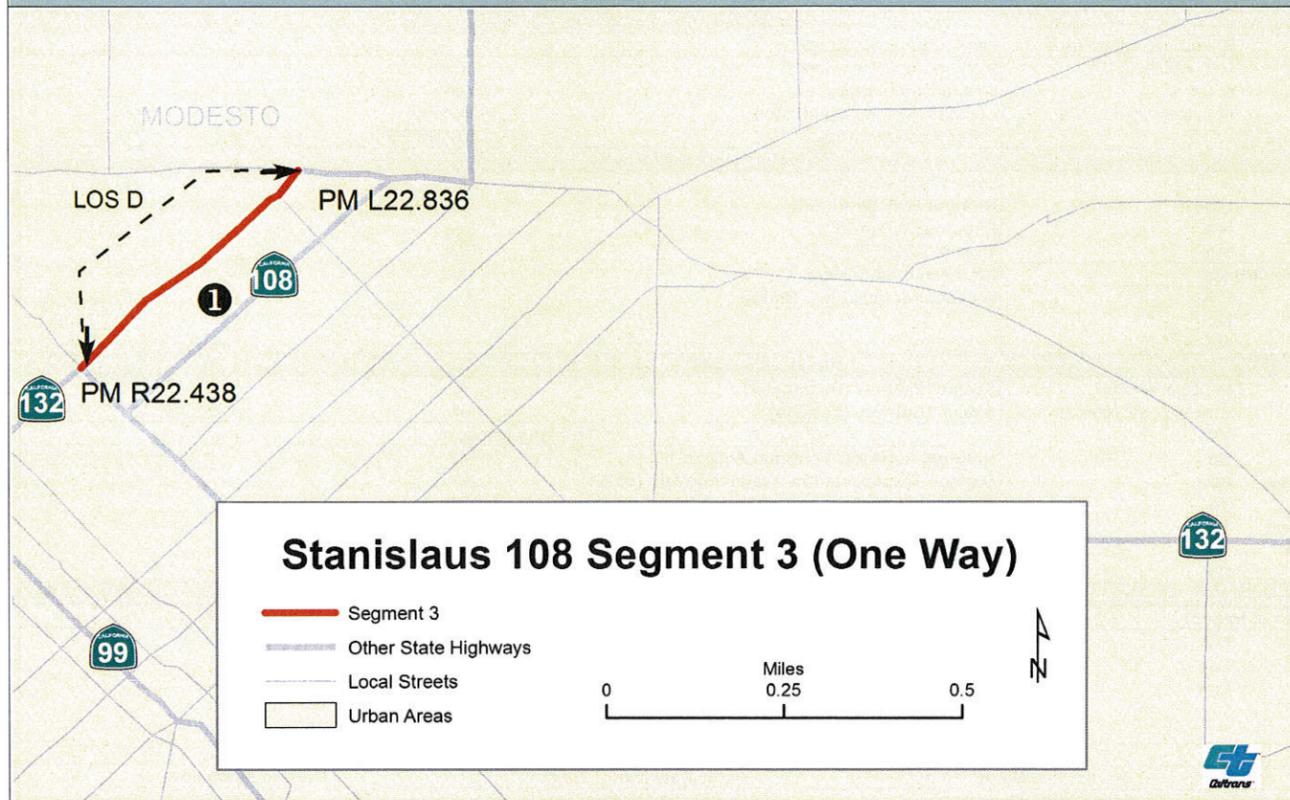
Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 3

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 3



**Stanislaus 108 Segment 3 (One Way)**

Legend:  
 - Segment 3 (Red line)  
 - Other State Highways (Dashed line)  
 - Local Streets (Grey line)  
 - Urban Areas (Yellow shaded)

Scale: 0 to 0.5 Miles

<b>Segment Location:</b>			
<b>Description:</b>	From Needham westbound on 'L' Street		
<b>Post Mile:</b>	R22.438/L22.836	<b>Rural/Urban/Urbanized:</b>	Urban
<b>Length:</b>	0.398	<b>Within City Limits:</b>	Yes
<b>Functional Classification:</b>	Principal Arterial	<b>Local Planning Jurisdiction:</b>	Modesto
		<b>Other Agency/Entity:</b>	STANCOG
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	3	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Level	<b>Right of Way Width (ft.):</b>	50
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	3
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	N/A
<b>Bridge Needs</b>		<b>Distressed Lane Miles</b>	1.00
<b>Postmile</b>	N/A	<b>Present Serviceability Rating</b>	3
<b>Bridge#</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Principal Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional Highway	<b>Scenic Highway (Eligible):</b>	No
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access</b>	N/A
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA)</b>	No
<b>National Highway System</b>	Yes	<b>California Legal:</b>	Yes
<b>Freeway Expressway System</b>	Yes	<b>Advisory</b>	No
<b>Strategic Highway Network</b>	No	<b>Additional Restrictions</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	Moderate
<b>Wetlands:</b>	Low	<b>Leaking Underground Tanks:</b>	Low to Moderate
<b>Special Status Species:</b>	Low	<b>Possible Hazardous Waste:</b>	Low to Moderate
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Attainment--Maintenance	Attainment--Maintenance	Non-Attainment	Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 35 MPH <b>Existing Facility:</b> 3 lane conventional <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	<b>2010</b>		<b>2020</b>		<b>2030</b>	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
	N/A	D	N/A	E	N/A	E
	N/A	0.35	N/A	0.42	N/A	0.52
	480		600		700	
	4,650		5,700		7,000	
	100/0		100/0		100/0	
	3.4		3.4		3.4	
	2.7		2.7		2.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/L22.836	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R22.438/L22.836	PM		PM		PM	
Location	On Route	Location		Location		Location	
LOS	N/A						

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b>	D
<b>Concept Facility</b>	2030 3 lane conventional
<b>Ultimate Transportation Corridor:</b>	4 lane expressway
<b>Comments:</b>	

<b>Planned Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>
○		
①	N/A	No planned transportation projects were identified for this segment. North County Corridor
		New two to six lane expressway SR-99 to McHenry

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	None reported for this segment		

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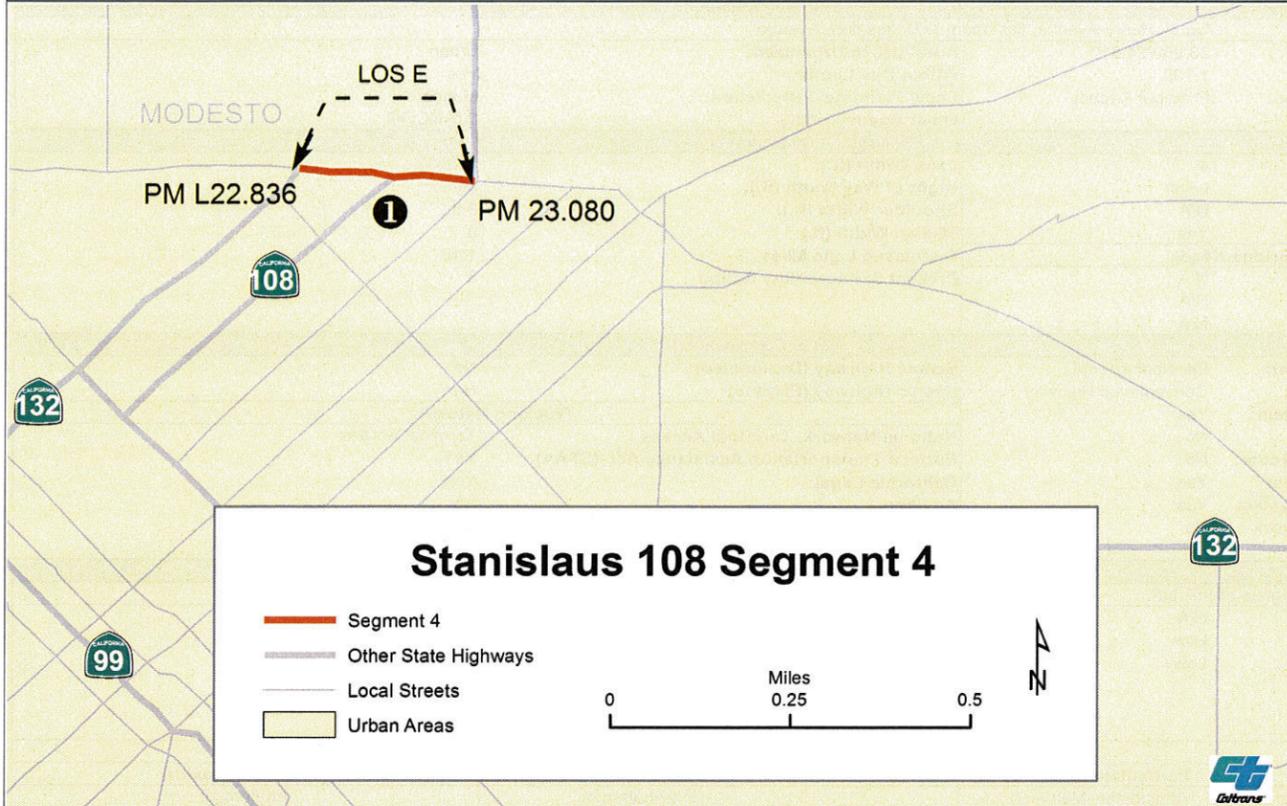
Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 4



**Stanislaus 108 Segment 4**

— Segment 4  
— Other State Highways  
— Local Streets  
 Urban Areas

Miles  
0 0.25 0.5

<i>Segment Location:</i>			
<b>Description:</b> Needham Street to McHenry Avenue			
<b>Post Mile:</b> L22.836/23.080	<b>Rural/Urban/Urbanized:</b> Urban		
<b>Length:</b> 0.244	<b>Within City Limits:</b> Yes		
<b>Functional Classification:</b> Principal Arterial	<b>Local Planning Jurisdiction:</b> Modesto		
		<b>Other Agency/Entity:</b> STANCOG	
<i>Roadbed Information (approximate)</i>			
<b>Number of Lanes:</b> 4	<b>Lane Width (ft.):</b> 12		
<b>Terrain:</b> Level	<b>Right of Way Width (ft.):</b> 52		
<b>Grade %:</b> N/A	<b>Shoulder Width (ft.):</b> 2		
<b>Accessible to Bicycles:</b> Yes	<b>Median Width (ft.):</b> 0		
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b> 1.00	
<b>Postmile:</b> N/A		<b>Present Serviceability Rating:</b> 3	
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<i>Route Designations</i>			
<b>Functional Classification:</b> Principal Arterial	<b>Scenic Highway (Designated):</b> No		
<b>Facility Type:</b> Conventional Highway	<b>Scenic Highway (Eligible):</b> No		
<b>Interregional Road System:</b> Yes	<b>Trucking Network</b>		
<b>High Emphasis Route:</b> No	<b>National Network, Terminal Access:</b> N/A		
<b>Focus Route/Gateway Route:</b> No	<b>Surface Transportation Assistance Act (STAA):</b> No		
<b>National Highway System:</b> Yes	<b>California Legal:</b> Yes		
<b>Freeway Expressway System:</b> Yes	<b>Advisory:</b> No		
<b>Strategic Highway Network:</b> No	<b>Additional Restrictions:</b> No		
<b>Freeway Agreement:</b> No	<b>Access to Intermodal Freight Facility:</b> No		
<i>Environmental Status</i>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A		<b>Cultural Resources:</b> Low	
<b>Wetlands:</b> Low		<b>Leaking Underground Tanks:</b> Moderate	
<b>Special Status Species:</b> Low		<b>Possible Hazardous Waste:</b> Low to Moderate	
<i>Air Quality</i>			
<b>Ozone:</b> Attainment--Maintenance	<b>Particulate Matter 10 m:</b> Attainment--Maintenance	<b>Particulate Matter 2.5 m:</b> Non-Attainment	<b>Carbon Monoxide:</b> Attainment

<i>Travel Forecast Data</i>						
<b>Posted Speed:</b> 35 MPH <b>Existing Facility:</b> 4 lane conventional <b>Level of Service:</b> N/A <b>Volume/Capacity:</b> N/A <b>Peak Hour Volume:</b> 1,400 <b>Average Daily Traffic:</b> 15,600 <b>Peak Hour Directional Split:</b> 50/50 <b>Truck Volume % of Total ADT:</b> 3.4 <b>Peak Hour % of Trucks:</b> 2.7	2010		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	N/A	E	N/A	F	N/A	F
	N/A	>1	N/A	>1	N/A	>1
	1,400	15,600	1,900	1,900	2,500	24,700

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<i>Segment Route Concept</i>	
<b>Concept Level of Service:</b> D	
<b>Concept Facility 2030:</b> 4 lane expressway	
<b>Ultimate Transportation Corridor:</b> 4 lane expressway	
<b>Comments:</b>	

<i>Intelligent Transportation System (ITS) Elements &amp; Detection</i>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	None reported for this segment		

<i>Existing Transportation Network</i>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	L22.836/23.080	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	L22.836/23.080	PM		PM		PM	
Location	On Route	Location		Location		Location	
LOS	N/A						

<b>Planned</b> <b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>
N/A	No planned transportation projects were identified for this segment. North County Corridor	New two to six lane expressway SR-99 to McHenry

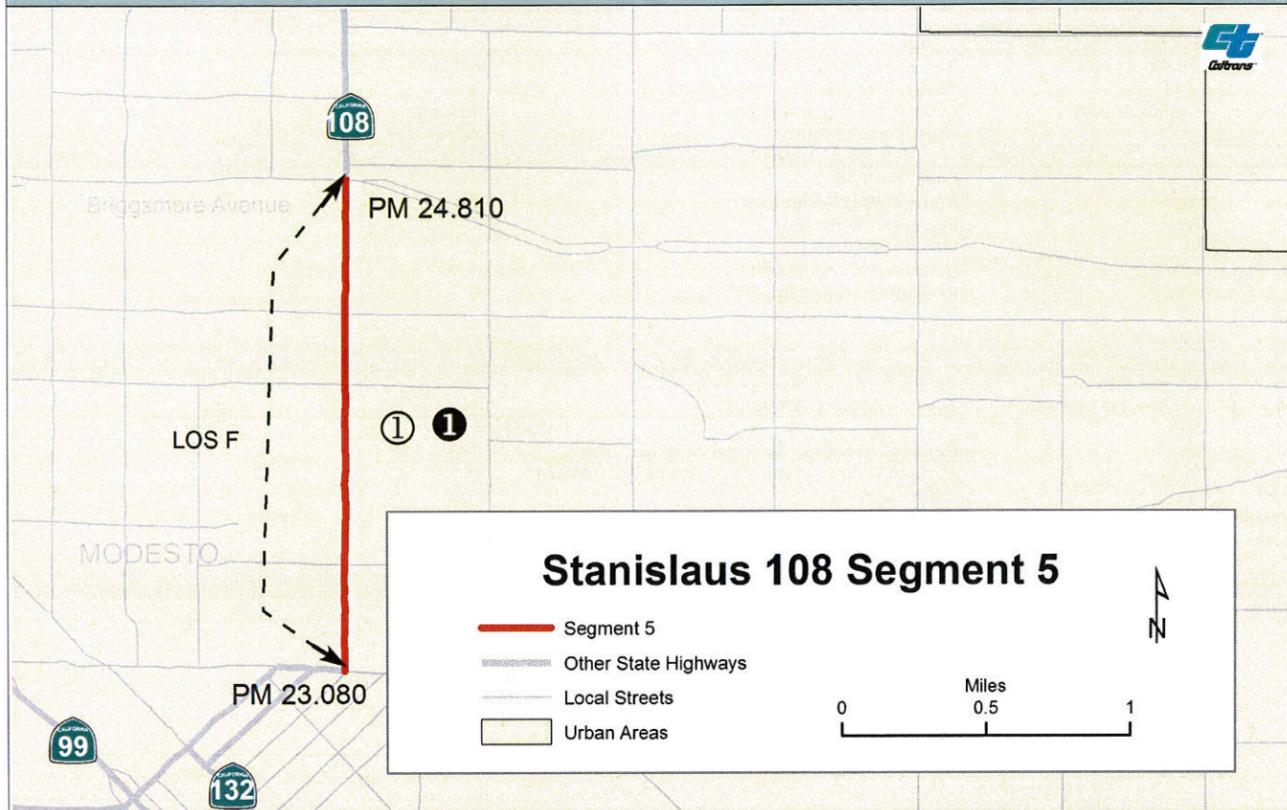
Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Comments:**

# STANISLAUS COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY SEGMENT 5



<b>Description:</b> On McHenry Avenue, Needham to Briggsmore Avenue		<b>Segment Location:</b>	
<b>Post Mile:</b> 23.080/24.810	<b>Rural/Urban/Urbanized:</b> Urban	<b>Within City Limits:</b> Yes	<b>Local Planning Jurisdiction:</b> Modesto
<b>Length:</b> 1.730	<b>Functional Classification:</b> Principal Arterial	<b>Other Agency/Entity:</b> STANCOG	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 4	<b>Lane Width (ft.):</b> 11.5-12	<b>Right of Way Width (ft.):</b> 56-91	<b>Shoulder Width (ft.):</b> 0-8
<b>Terrain:</b> Level	<b>Grade %:</b> N/A	<b>Median Width (ft.):</b> 0	<b>Distressed Lane Miles:</b> 1.40
<b>Accessible to Bicycles:</b> Yes	<b>Present Serviceability Rating:</b> 3		
<b>Bridge Needs</b>			
<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A	
<b>Route Designations</b>			
<b>Functional Classification:</b> Principal Arterial	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> No	
<b>Facility Type:</b> Conventional Highway	<b>Trucking Network</b>		
<b>Interregional Road System:</b> Yes	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes	
<b>High Emphasis Route:</b> No	<b>California Legal:</b> Yes	<b>Advisory:</b> No	
<b>Focus Route/Gateway Route:</b> No	<b>Additional Restrictions:</b> No	<b>Access to Intermodal Freight Facility:</b> No	
<b>National Highway System:</b> Yes			
<b>Freeway Expressway System:</b> Yes			
<b>Strategic Highway Network:</b> No			
<b>Freeway Agreement:</b> No			
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b> Low	<b>Leaking Underground Tanks:</b> High	
<b>Wetlands:</b> Low	<b>Possible Hazardous Waste:</b> Low to Moderate		
<b>Special Status Species:</b> Low			
<b>Air Quality</b>			
<b>Ozone:</b> Attainment—Maintenance	<b>Particulate Matter 10 m:</b> Attainment—Maintenance	<b>Particulate Matter 2.5 m:</b> Non-Attainment	<b>Carbon Monoxide:</b> Attainment

	Travel Forecast Data					
	2010		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
<b>Posted Speed:</b> 35 MPH						
<b>Existing Facility:</b> 4 lane conventional	N/A	F	N/A	F	N/A	F
<b>Level of Service:</b>	N/A	>1	N/A	>1	N/A	>1
<b>Volume/Capacity:</b>						
<b>Peak Hour Volume:</b>	2,550		3,500		4,400	
<b>Average Daily Traffic:</b>	28,450		34,500		43,500	
<b>Peak Hour Directional Split:</b>	50/50		50/50		50/50	
<b>Truck Volume % of Total ADT:</b>	3.4		3.4		3.4	
<b>Peak Hour % of Trucks:</b>	2.7		2.7		2.7	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	23.080/24.810	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	23.080/24.810	PM		PM		PM	23.08/24.8
Location	On Route	Location		Location		Location	Modesto
LOS	N/A						

Segment Route Concept	
<b>Concept Level of Service:</b> D	
<b>Concept Facility:</b> 2030 4 lane expressway	
<b>Ultimate Transportation Corridor:</b> 4 lane expressway	
<b>Comments:</b>	

Planned Projects			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
① 23.08/24.81	Needham Road	Widen to six lanes New two to six lane expressway SR-99 to McHenry			
① N/A	North County				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

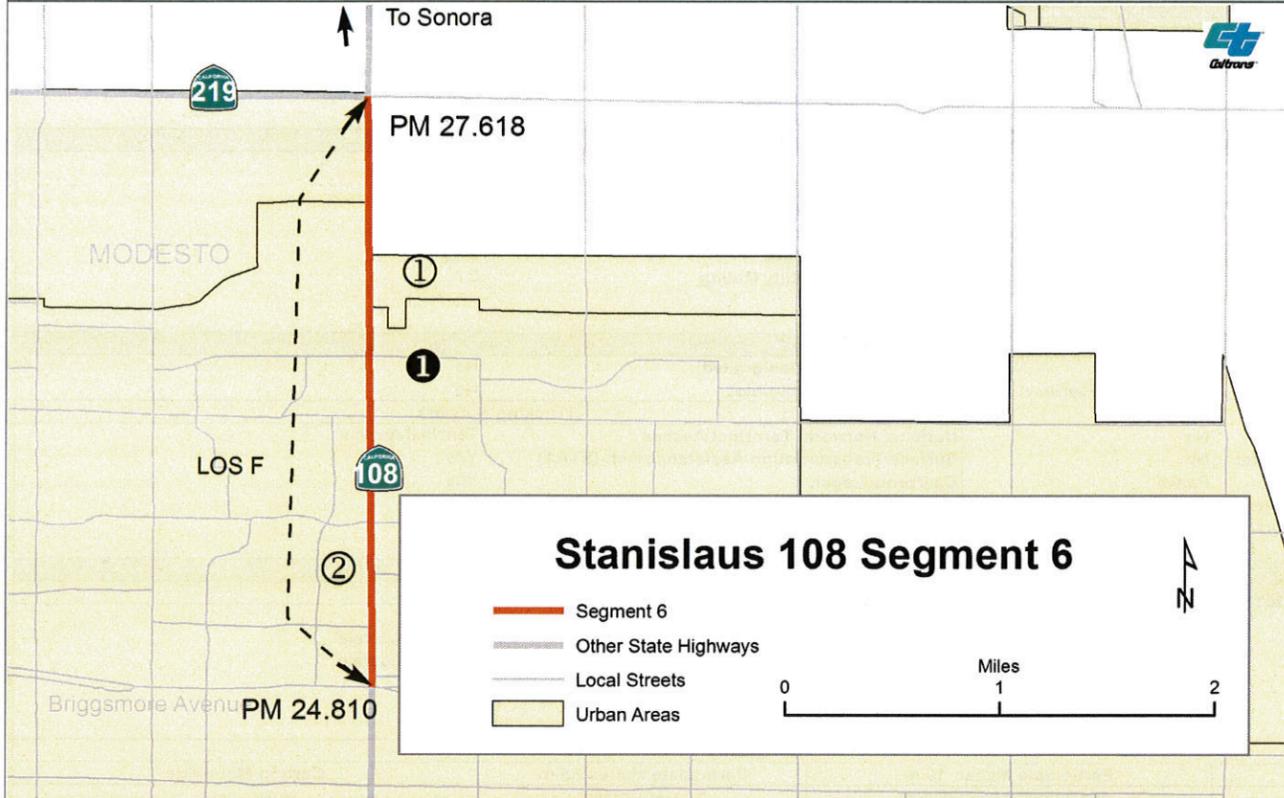
Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 6



<b>Description:</b> Briggsmore Avenue to Kiernan Road (SR-219)		<b>Segment Location:</b>	
<b>Post Mile:</b> 24.810/27.618	<b>Rural/Urban/Urbanized:</b> Urban	<b>Within City Limits:</b> Yes	<b>Local Planning Jurisdiction:</b> Modesto
<b>Length:</b> 2.808	<b>Functional Classification:</b> Principal Arterial	<b>Other Agency/Entity:</b> STANCOG	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 6	<b>Terrain:</b> Level	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> 64-93
<b>Grade %:</b> N/A	<b>Accessible to Bicycles:</b> Yes	<b>Shoulder Width (ft.):</b> 2-10	<b>Median Width (ft.):</b> 12
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b> 2.50	<b>Present Serviceability Rating:</b> 3
<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A	
<b>Route Designations</b>			
<b>Functional Classification:</b> Principal Arterial	<b>Facility Type:</b> Conventional Highway	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> No
<b>Interregional Road System:</b> Yes	<b>High Emphasis Route:</b> No	<b>Trucking Network</b>	
<b>Focus Route/Gateway Route:</b> No	<b>National Highway System:</b> Yes	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Freeway Expressway System:</b> Yes	<b>Strategic Highway Network:</b> No	<b>California Legal:</b> Yes	<b>Advisory:</b> No
<b>Freeway Agreement:</b> No	<b>Freeway Agreement:</b> No	<b>Additional Restrictions:</b> No	<b>Access to Intermodal Freight Facility:</b> No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Wetlands:</b> Low	<b>Cultural Resources:</b> Moderate	<b>Leaking Underground Tanks:</b> Moderate to High
<b>Special Status Species:</b> Low		<b>Possible Hazardous Waste:</b> Low to Moderate	
<b>Air Quality</b>			
<b>Ozone:</b> Attainment--Maintenance	<b>Particulate Matter 10 m:</b> Attainment--Maintenance	<b>Particulate Matter 2.5 m:</b> Non-Attainment	<b>Carbon Monoxide:</b> Attainment

Travel Forecast Data						
<b>Posted Speed:</b> 35 MPH <b>Existing Facility:</b> 6 lane conventional <b>Level of Service:</b> N/A <b>Volume/Capacity:</b> N/A <b>Peak Hour Volume:</b> 2,431 <b>Average Daily Traffic:</b> 27,218 <b>Peak Hour Directional Split:</b> 50/50 <b>Truck Volume % of Total ADT:</b> 3.8 <b>Peak Hour % of Trucks:</b> 3.0	2010		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	N/A	F	N/A	F	N/A	F
	N/A	>1	N/A	>1	N/A	>1
	2,431		3,700		5,300	
27,218		37,300		52,900		
50/50		50/50		50/50		
3.8		3.8		3.8		
3.0		3.0		3.0		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	24.810/27.618	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	24.810/27.618	PM		PM		PM	24.80/27.6
Location	On Route	Location		Location		Location	Modesto to Oakdale
LOS	N/A						

Segment Route Concept	
<b>Concept Level of Service:</b> D	
<b>Concept Facility 2030:</b> 4 lane expressway	
<b>Ultimate Transportation Corridor:</b> 4 lane expressway	
<b>Comments:</b>	

Post Mile	Location	Description
① 26.06/29.15	Standiford Avenue to General Plan boundary	Widen from four to six lanes
② 26.51/26.81	Approximately from Coralwood Road to West side of Claratina Avenue	Widen from six to eight lanes
③ N/A	North County Corridor	New two to six lane expressway SR-99 to McHenry

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported for this segment		

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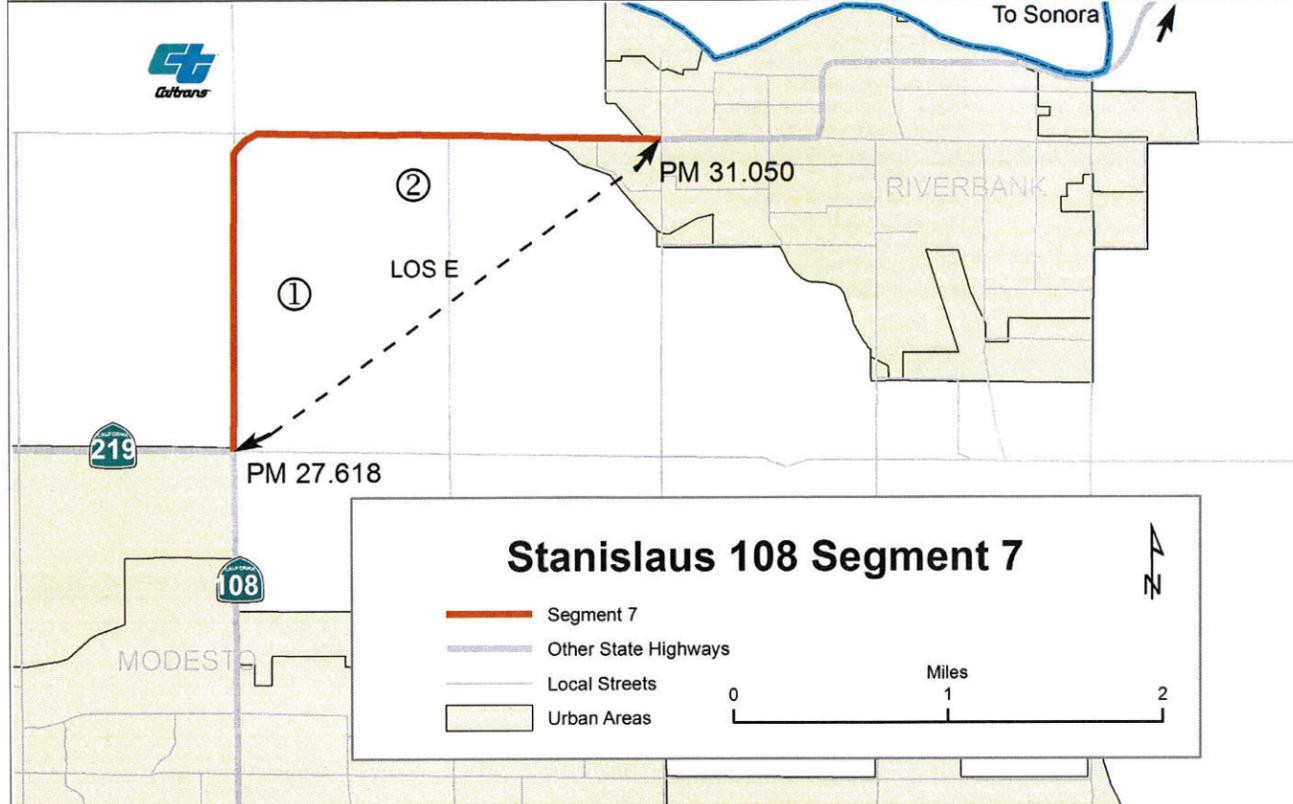
Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 7



<b>Description:</b> Kiernan Road (SR-219) to Oakdale Road		<b>Segment Location:</b>	
<b>Post Mile:</b> 27.618/31.050	<b>Rural/Urban/Urbanized:</b> Rural	<b>Within City Limits:</b> No	<b>Local Planning Jurisdiction:</b> Stanislaus County
<b>Length:</b> 3.432	<b>Other Agency/Entity:</b> STANCOG		
<b>Functional Classification:</b> Minor Arterial			
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> 68	<b>Shoulder Width (ft.):</b> 0-8
<b>Terrain:</b> Level	<b>Median Width (ft.):</b> 0	<b>Distressed Lane Miles:</b> 9.10	<b>Present Serviceability Rating:</b> 2
<b>Grade %:</b> N/A			
<b>Accessible to Bicycles:</b> Yes			
<b>Bridge Needs</b>			
<b>Postmile:</b> N/A			
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b> No		
<b>Facility Type:</b> Conventional Highway	<b>Scenic Highway (Eligible):</b> No		
<b>Interregional Road System:</b> Yes	<b>Trucking Network</b>		
<b>High Emphasis Route:</b> No	<b>National Network, Terminal Access:</b> Terminal Access		
<b>Focus Route/Gateway Route:</b> No	<b>Surface Transportation Assistance Act (STAA):</b> Yes		
<b>National Highway System:</b> Partial	<b>California Legal:</b> Yes		
<b>Freeway Expressway System:</b> Yes	<b>Advisory:</b> No		
<b>Strategic Highway Network:</b> No	<b>Additional Restrictions:</b> No		
<b>Freeway Agreement:</b> No	<b>Access to Intermodal Freight Facility:</b> No		
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b> Moderate		
<b>Wetlands:</b> Low to Moderate	<b>Leaking Underground Tanks:</b> Low to Moderate		
<b>Special Status Species:</b> Low	<b>Possible Hazardous Waste:</b> Low to Moderate		
<b>Air Quality</b>			
<b>Ozone:</b> Non-Attainment	<b>Particulate Matter 10 m:</b> Attainment--Maintenance	<b>Particulate Matter 2.5 m:</b> Non-Attainment	<b>Carbon Monoxide:</b> Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	<b>2010</b>		<b>2020</b>		<b>2030</b>	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
	E	E	E	E	F	F
	0.57	0.59	0.89	0.89	1.24	1.20
	1,605	18,383	2,500	24,800	3,400	33,500
	50/50	50/50	50/50	6.0	6.0	
	4.8	4.8	4.8	4.8	4.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	27.618/31.050	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	27.618/31.050
Location		Location		Location		Location	Modesto to Oakdale
LOS							

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b> C	
<b>Concept Facility:</b> 2030 4 lane expressway	
<b>Ultimate Transportation Corridor:</b> 4 lane expressway	
<b>Comments:</b>	

<b>Planned</b>			<b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>	<b>Post Mile</b>	<b>Location</b>	<b>Description</b>
① 26.06/29.15	Standford Avenue to General Plan boundary	Widen from four to six lanes			
② N/A	North County Corridor (phase II)	McHenry to SR120/SR108			
●	No programmed projects identified for this segment				

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

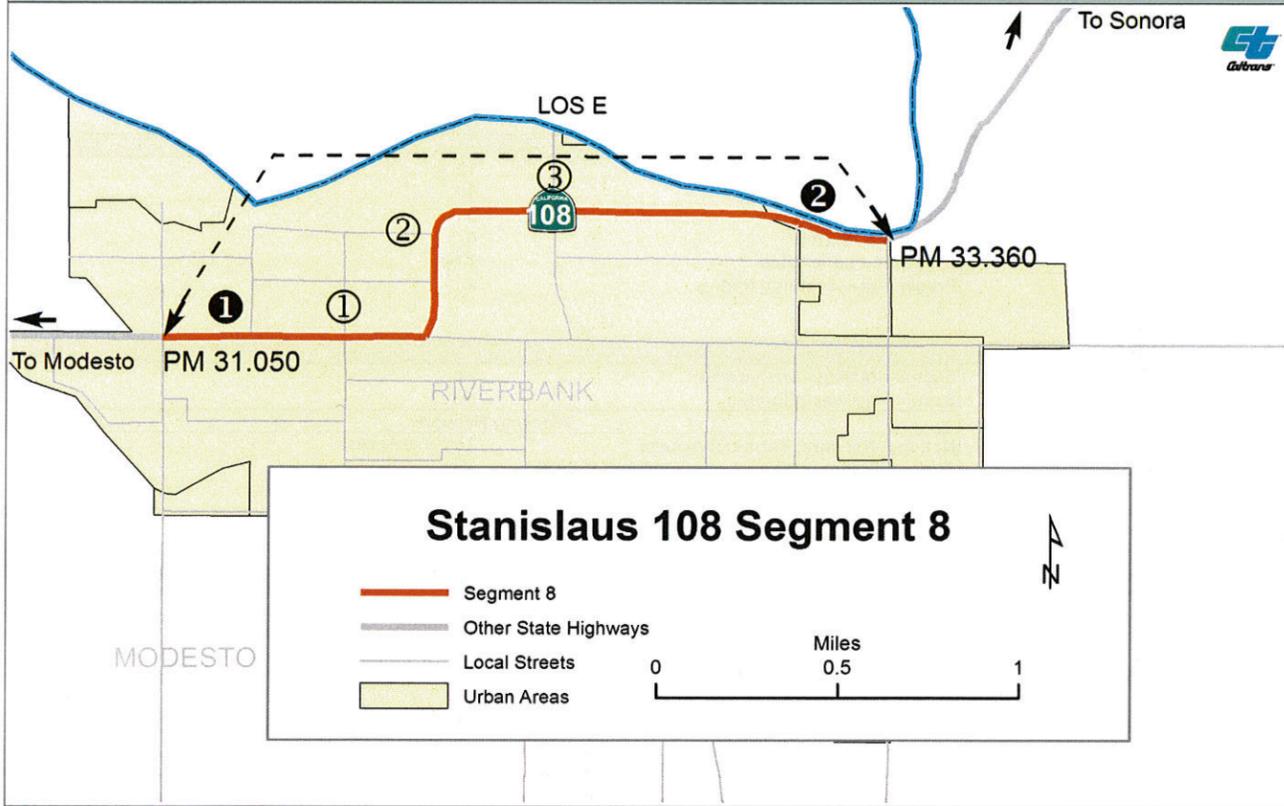
**Comments:**

STANISLAUS COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 8



<b>Description:</b> Oakdale Road to Claus Road		<i>Segment Location:</i>	
<b>Post Mile:</b> 31.050/33.360	<b>Rural/Urban/Urbanized:</b> Urban	<b>Within City Limits:</b> Yes	<b>Local Planning Jurisdiction:</b> Riverbank
<b>Length:</b> 2.310	<b>Functional Classification:</b> Principal Arterial	<b>Other Agency/Entity:</b> STANCOG	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Terrain:</b> Level	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> 40
<b>Grade %:</b> N/A	<b>Accessible to Bicycles:</b> Yes	<b>Shoulder Width (ft.):</b> 4-8	<b>Median Width (ft.):</b> 0
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b> 3.70	<b>Present Serviceability Rating:</b> 2
<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A	
<b>Route Designations</b>			
<b>Functional Classification:</b> Principal Arterial	<b>Facility Type:</b> Conventional Highway	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> No
<b>Interregional Road System:</b> Yes	<b>High Emphasis Route:</b> No	<b>Trucking Network</b>	
<b>Focus Route/Gateway Route:</b> No	<b>National Highway System:</b> Yes	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Freeway Expressway System:</b> Yes	<b>Strategic Highway Network:</b> No	<b>California Legal:</b> Yes	<b>Advisory:</b> No
<b>Freeway Agreement:</b> No	<b>Additional Restrictions:</b> No	<b>Access to Intermodal Freight Facility:</b> No	
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> 100 year	<b>Wetlands:</b> Low	<b>Cultural Resources:</b> Moderate	<b>Leaking Underground Tanks:</b> Low to Moderate
<b>Special Status Species:</b> Low to Moderate		<b>Possible Hazardous Waste:</b> Low to Moderate	
<b>Air Quality</b>			
<b>Ozone:</b> Non-Attainment	<b>Particulate Matter 10 m:</b> Attainment--Maintenance	<b>Particulate Matter 2.5 m:</b> Non-Attainment	<b>Carbon Monoxide:</b> Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 35 MPH	2010		2020		2030	
	<b>HCS:</b> N/A	<b>LOSPLAN:</b> F	<b>HCS:</b> N/A	<b>LOSPLAN:</b> F	<b>HCS:</b> N/A	<b>LOSPLAN:</b> F
<b>Existing Facility:</b> 2 lane conventional	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600
<b>Level of Service:</b> N/A	<b>Volume/Capacity:</b> N/A	<b>Peak Hour Volume:</b> 1,558	<b>Average Daily Traffic:</b> 18,329	<b>Peak Hour Volume:</b> 2,600	<b>Average Daily Traffic:</b> 25,500	<b>Peak Hour Volume:</b> 3,600

<b>Existing Transportation Network</b>			
<b>Bicycle Facility:</b> Yes/No	<b>Airports:</b> No	<b>Intermodal Commuter Facilities:</b> Yes/No	<b>Intermodal Freight Facilities:</b> Yes/No
<b>PM:</b> 31.050/33.360	<b>Location:</b> On Route	<b>PM:</b> PM	<b>Location:</b> Modesto to Oakdale
<b>Class:</b> Class III	<b>LOS:</b> N/A		
<b>Pedestrian Facility:</b> Yes/No	<b>Park and Rides:</b> No	<b>Freight Distribution:</b> Yes/No	<b>Transit Bus:</b> Yes/No
<b>PM:</b> 31.050/33.360	<b>Location:</b> On Route	<b>PM:</b> PM	<b>Location:</b> Modesto to Oakdale
<b>LOS:</b> N/A			

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b> D	<b>Concept Facility 2030:</b> 4 lane expressway
<b>Ultimate Transportation Corridor:</b> 4 lane expressway	
<b>Comments:</b>	

<b>Planned</b>	<b>Programmed Projects</b>
<b>Post Mile:</b> N/A	<b>Location:</b> North County Corridor (phase II)
<b>Post Mile:</b> 32.010	<b>Location:</b> Callendar Ave (SR-108) and Santa Fe Street
<b>Post Mile:</b> 32.452	<b>Location:</b> Atchison and First
<b>Post Mile:</b> 31.2-31.3	<b>Location:</b> Estelle Avenue Intersection
<b>Post Mile:</b> 33.1-33.4	<b>Location:</b> Riverbank Slope Protection
	<b>Description:</b> Mc Henry to SR120/SR108 Install Traffic Signal Right turn lane on SB First Street Widen and improve driveway access Slope Repair

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile:</b>	<b>ITS Element:</b> None reported for this segment	<b>Status:</b>	<b>Direction:</b>

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

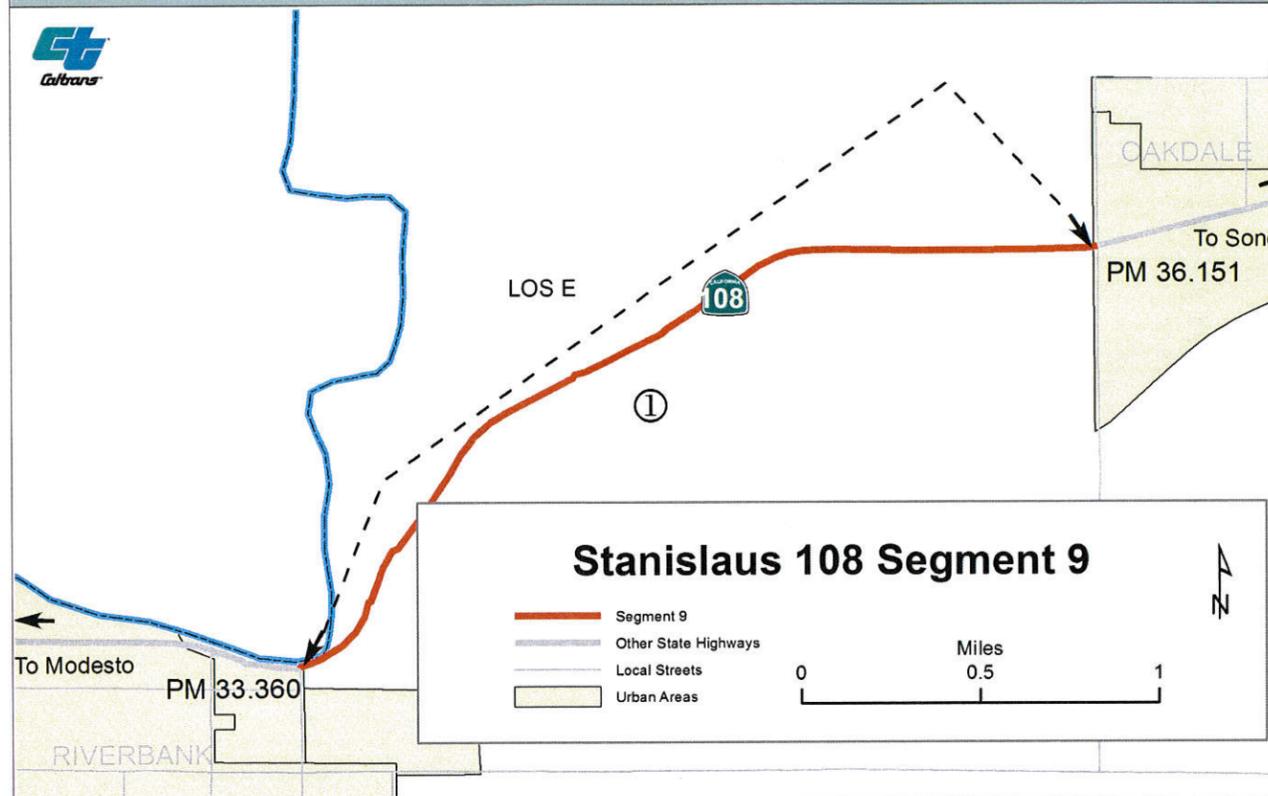
Comments:

# STANISLAUS COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 9



<b>Segment Location:</b>			
<b>Description:</b>	Claus Road to Crane Road		
<b>Post Mile:</b>	33.360/36.151	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	2.791	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Stanislaus County
		<b>Other Agency/Entity:</b>	STANCOG
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Level	<b>Right of Way Width (ft.):</b>	40
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	8
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
<b>Bridge Needs</b>		<b>Distressed Lane Miles</b>	7.00
<b>Postmile</b>	N/A	<b>Present Serviceability Rating</b>	2
<b>Bridge#</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional Highway	<b>Scenic Highway (Eligible)</b>	No
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access</b>	Terminal Access
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA)</b>	Yes
<b>National Highway System</b>	No	<b>California Legal:</b>	Yes
<b>Freeway Expressway System</b>	Yes	<b>Advisory</b>	No
<b>Strategic Highway Network</b>	No	<b>Additional Restrictions</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	100 year	<b>Cultural Resources:</b>	Moderate
<b>Wetlands:</b>	Low	<b>Leaking Underground Tanks:</b>	Low to Moderate
<b>Special Status Species:</b>	Low to Moderate	<b>Possible Hazardous Waste:</b>	Low to Moderate

<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2010		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	E	E	E	F	F
	0.59	0.54	0.92	0.71	1.24	1.08
	1,500		2,300		3,000	
	17,850		23,200		30,400	
	50/50		50/50		50/50	
6.0		6.0		6.0		
4.8		4.8		4.8		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Air Quality			
Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Attainment--Maintenance	Non-Attainment	Attainment
Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No PM Location Class LOS	Yes/No No PM Location	Yes/No No PM Location	Yes/No No PM Location
Yes/No PM Location LOS	Yes/No No PM Location	Yes/No No PM Location	Yes/No Yes PM Location

Segment Route Concept	
<b>Concept Level of Service:</b>	C
<b>Concept Facility</b>	2030 4 lane expressway
<b>Ultimate Transportation Corridor:</b>	4 lane expressway
<b>Comments:</b>	

Planned Projects		
Post Mile	Location	Description
① N/A	North County Corridor (phase II)	Mc Henry to SR120/SR108
●	No programmed projects identified for this segment	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	None reported for this segment		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

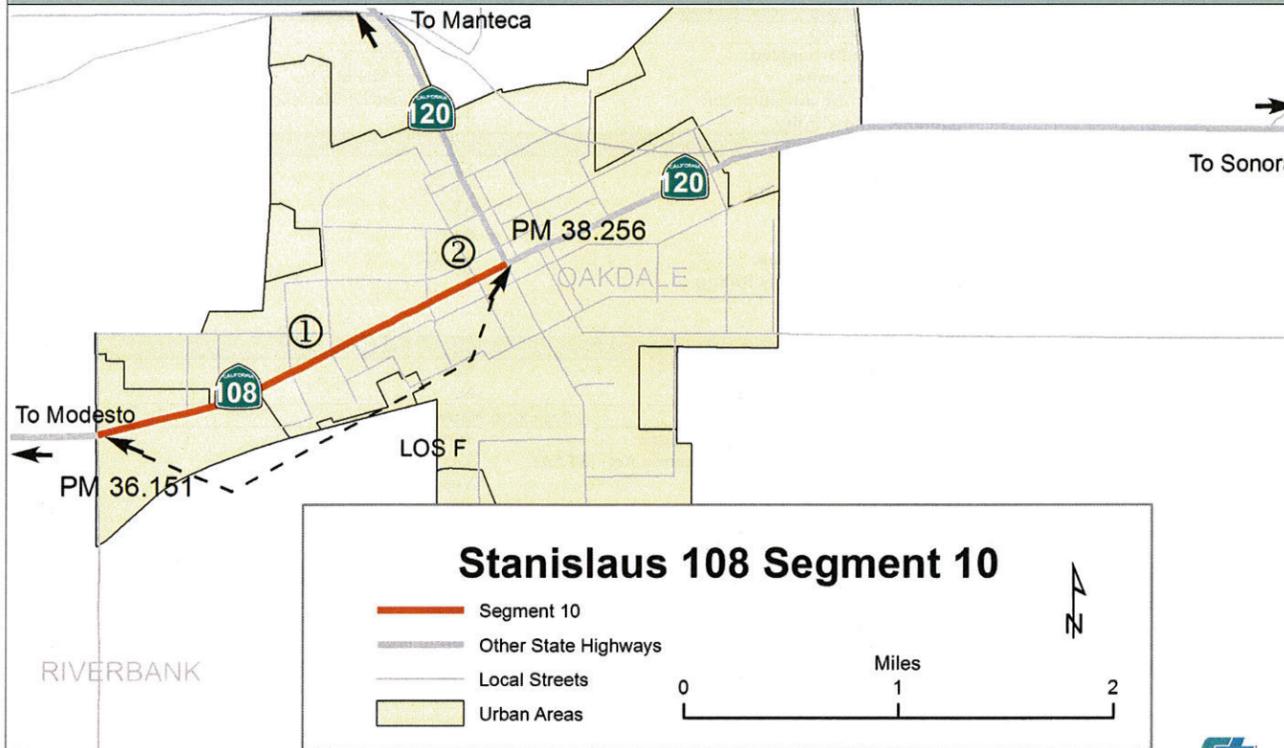
Comments:

STANISLAUS COUNTY FACT SHEETS—SEGMENT 10

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT

STANISLAUS COUNTY

SEGMENT 10



<b>Description:</b> Crane Road to Yosemite Boulevard (SR-120)		<b>Segment Location:</b>	
<b>Post Mile:</b> 36.151/38.256	<b>Rural/Urban/Urbanized:</b> Urban	<b>Within City Limits:</b> Yes	<b>Local Planning Jurisdiction:</b> Oakdale
<b>Length:</b> 2.105	<b>Functional Classification:</b> Principal Arterial	<b>Other Agency/Entity:</b> STANCOG	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Terrain:</b> Level	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> 44
<b>Grade %:</b> N/A	<b>Accessible to Bicycles:</b> Yes	<b>Shoulder Width (ft.):</b> 8-10	<b>Median Width (ft.):</b> 0
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b> 3.20	<b>Present Serviceability Rating:</b> 2
<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A		
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Principal Arterial	<b>Facility Type:</b> Conventional Highway	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> No
<b>Interregional Road System:</b> Yes	<b>High Emphasis Route:</b> No	<b>Trucking Network</b>	
<b>Focus Route/Gateway Route:</b> No	<b>National Highway System:</b> Yes	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Freeway Expressway System:</b> Yes	<b>Strategic Highway Network:</b> No	<b>California Legal:</b> Yes	<b>Advisory:</b> No
<b>Freeway Agreement:</b> No		<b>Additional Restrictions:</b> No	<b>Access to Intermodal Freight Facility:</b> No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> 500 year	<b>Wetlands:</b> Low to Moderate	<b>Cultural Resources:</b> Moderate	<b>Leaking Underground Tanks:</b> Moderate
<b>Special Status Species:</b> Moderate		<b>Possible Hazardous Waste:</b> Low to Moderate	
<b>Air Quality</b>			
<b>Ozone:</b> Non-Attainment	<b>Particulate Matter 10 m:</b> Attainment--Maintenance	<b>Particulate Matter 2.5 m:</b> Non-Attainment	<b>Carbon Monoxide:</b> Attainment

<b>Posted Speed:</b> 30 MPH	<b>2010</b>		<b>2020</b>		<b>2030</b>	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
<b>Existing Facility:</b> 2 lane conventional	N/A	F	N/A	F	N/A	F
<b>Level of Service:</b>	N/A	>1	N/A	>1	N/A	>1
<b>Volume/Capacity:</b>						
<b>Peak Hour Volume:</b>	1,659		2,600		3,500	
<b>Average Daily Traffic:</b>	18,643		25,100		34,600	
<b>Peak Hour Directional Split:</b>	50/50		50/50		50/50	
<b>Truck Volume % of Total ADT:</b>	6.0		6.0		6.0	
<b>Peak Hour % of Trucks:</b>	4.8		4.8		4.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Concept Level of Service:</b> D	
<b>Concept Facility:</b> 2030	4 lane expressway
<b>Ultimate Transportation Corridor:</b>	4 lane expressway
<b>Comments:</b>	

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
Postmile	ITS Element	Status	Direction
	None reported for this segment		

<b>Existing Transportation Network</b>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	36.151/38.256	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	Yes
PM	36.151/38.256	PM		PM		PM	36.151/38.256
Location	On Route	Location		Location		Location	Modesto to Oakdale
LOS	N/A						

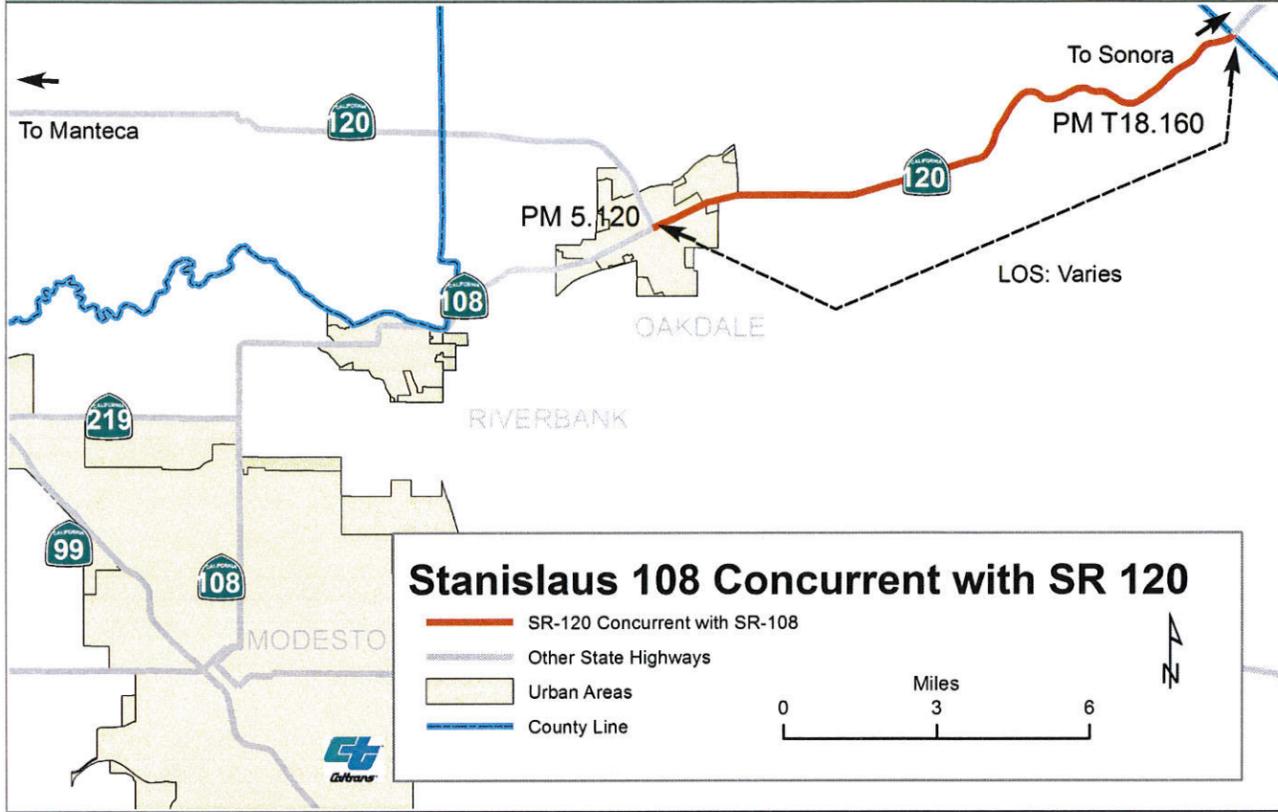
<b>Planned</b>			<b>Programmed Projects</b>		
Post Mile	Location	Description	Post Mile	Location	Description
① N/A	North County Corridor (phase II)				
② 38.2	F Street (SR-108) and Third Street	Mc Henry to SR120/SR108			Install Traffic Signal
●	No programmed projects identified for this segment				

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

STANISLAUS COUNTY FACT SHEETS—SR-120 CONCURRENT SEGMENT 1

STATE ROUTE 108- TRANSPORTATION CONCEPT REPORT STANISLAUS COUNTY SR 120- CONCURRENT SEGMENT 1



<b>Segment Location:</b>			
Description:	STA-120 from SR-108 to Tuolumne County Line		
Post Mile:	PM 5.120/T18.160	Rural/Urban/Urbanized:	Urban and Rural
Length:	13.040	Within City Limits:	Yes PM 5.12/PM 6.04
Functional Classification:	Principal Arterial	Local Planning Jurisdiction:	City of Oakdale/Stanislaus County
		Other Agency/Entity:	STANCOG
<b>Roadbed Information (approximate)</b>			
Number of Lanes:	2-4	Lane Width (ft.):	12
Terrain:	Flat to Rolling	Right of Way Width (ft.):	60-120
Grade %:	<3%	Shoulder Width (ft.):	0-8
Accessible to Bicycles:	Yes	Median Width (ft.):	0-12
<b>Bridge Needs</b>		Distressed Lane Miles:	18.60
Postmile:	N/A	Present Serviceability Rating :	3
Bridge#:	N/A		
Bridge Name:	N/A		
<b>Route Designations</b>			
Functional Classification:	Principal Arterial	Scenic Highway (Designated):	No
Facility Type:	Variable lanes and facility	Scenic Highway (Eligible)	No
Interregional Road System:	Yes	<b>Trucking Network</b>	
High Emphasis Route:	Yes	National Network, Terminal Access:	Terminal Access
Focus Route/Gateway Route:	No	Surface Transportation Assistance Act (STAA)	Yes
National Highway System:	Yes	California Legal:	Yes
Freeway Expressway System:	Yes	Advisory :	No
Strategic Highway Network:	No	Additional Restrictions :	None
Freeway Agreement:	Yes	Access to Intermodal Freight Facility:	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
Flood Plains:	N/A	Cultural Resources:	Moderate to High
Wetlands:	Low to High	Leaking Underground Tanks:	Low to High
Special Status Species:	Low to High	Possible Hazardous Waste:	Low to Moderate
<b>Air Quality</b>			
Ozone	Particulate Matter 10 m	Particulate Matter 2.5 m	Carbon Monoxide
Non-Attainment	Maintenance/ Attainment	Non-Attainment	Maintenance/ Attainment

Travel Forecast Data						
Posted Speed (MPH): 55 Existing Facility: Variable lanes and facility Level of Service: Volume/Capacity: Average Daily Traffic: Peak Hour Volume: Peak Hour Directional Split: Truck Volume % of ADT: Peak Hour % of Trucks:	2010		2020		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	14,780	1,780	17,930	2,175	24,150	4,350
60/40	16.0	60/40	16.0	60/40	16.0	
12.8		12.8		12.8		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi-modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	5.120/ T18.160	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	Class III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	5.120/ T18.160	PM		PM		PM	
Location	Partial	Location		Location		Location	
LOS	N/A						

**Segment Route Concept**

Concept Level of Service: N/A  
 Concept Facility: 2030 N/A  
 Ultimate Transportation Corridor: N/A

Comments: Concurrent route contains five segments, consult SR-120 TCR for route concepts.

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
	Please consult the SR-120 TCR				

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Please consult SR-120 TCR		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

## TUOLUMNE COUNTY

Caltrans produced the *State Route 108 Corridor System Management Plan*, (CSMP) for the segment of SR-108 from within Tuolumne County in 2008. As there has been little change in the current conditions and future needs on the corridor, the CSMP should still be consulted for information until there is opportunity to update the Regional Transportation Plan.

The intentions of the Corridor System Management Plan differ from the TCR as it considers the gain of a specific capital project for enhancing local transportation system performance, and future efforts to conserve those improvements, rather than assessing future needs for the entire corridor. As the East Sonora Bypass Stage II, (ESB II) has been constructed, an update to the CSMP should be anticipated within the next three years.

A CSMP should identify efforts to limit the growth in volume of single occupancy vehicles during peak hours, and to improve the operational efficiency of the corridor. Currently, the SR-108/SR-120 corridor underperforms as indicated by the current LOS exceeding the concept LOS on several key segments between Jamestown and the Stanislaus County line (see CSMP p. 24). The CSMP documents means to improve the efficiency of the system by identifying efforts to improve incident reporting and real time avoidance of congested areas, and to provide better means for single occupancy travelers to employ other modes. This is accomplished by reporting alternate routes along segments, along with existing and future ITS elements, and by addressing locations for additional bus lines, and park and ride facilities.

At this time, this TCR can only report information in the current CSMP. Data omitted from the CSMP include volume to capacity ratios and directional splits, these are reported in the fact sheets as not available (NA). Revisions to the CSMP will need to address current operational needs necessary to preserve the corridor. Identification of specific corridor deficiencies and an engineering solution lie outside the long range planning intent of the TCR. In addition, the effect of the ESB II upon daily and peak hour traffic volumes needs to be assessed against those originally forecast. Route segmentation would likely need to change—the current CSMP reports nearly twenty segments, the likely number of segments to be considered under the TCR would be nearly half.

Tuolumne County faces several traffic concerns. Local development appears clustered about the City of Sonora, and the SR-108/SR-120 corridor serves

as a direct commute to urban work places in Modesto, Stockton, and the San Francisco Bay Area. (Bay Area) Secondly, recreation traffic confounds the traffic issue during weekends and holidays, as Bay Area commuters to Yosemite National Park, Stanislaus National Forest, Columbia State Park, and the New Melones Reservoir contribute to high local traffic volumes. Recent designation of the SR-108/SR-120 corridor by the California Highway Patrol as a safety corridor has increased traffic enforcement efforts along the route, and may lead to possible future safety projects that might present difficulties in attaining the performance expected of a Corridor Mobility Improvement Account project once implemented.

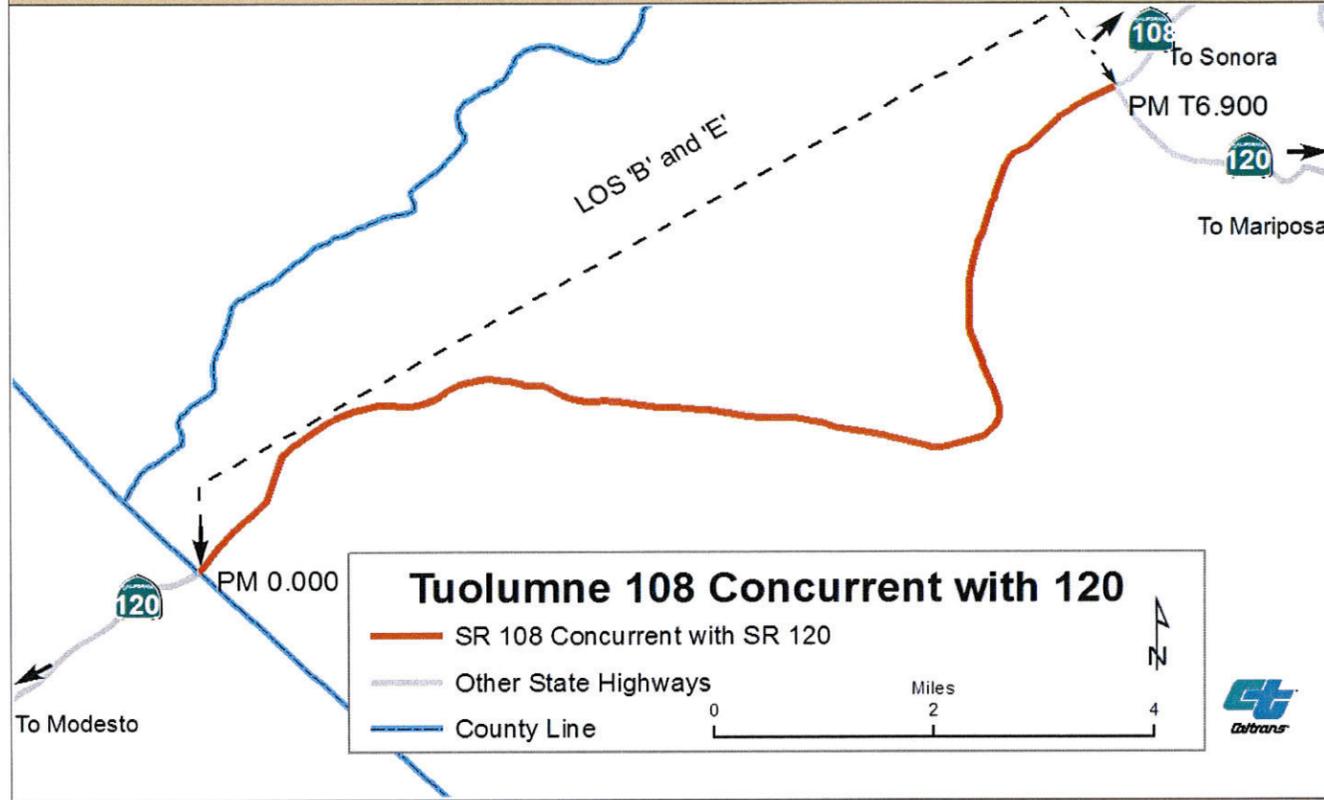
Population growth in Tuolumne County is projected to increase by 26,000 by the year 2030. Much of this growth will be clustered within the small amount of private land adjacent to state highways. This will increase both local population and traffic volumes by approximately 50%. As most of the local transportation network was developed during the Gold Rush, much of the local and interregional travel depends upon the more modern local highway system. Much of local transportation planning efforts appear focused upon segregating the interregional traffic (recreation, and commuters not originating out of the Sonora area) in order to improve conditions within the urban areas.

All segments assessed in the CSMP perform to their respective concept LOS by 2030. A critical feature in the performance of the corridor but outside the analysis of this TCR is the concurrent SR-120 segment between Tuolumne and Stanislaus Counties (see p. 18 and p. 20). A key feature of the SR-108/SR-120 corridor peak hour commute is the four lane expressway between the Stanislaus County Line and Green Springs Road which has a speed limit of 65 MPH. This segment connects a two lane expressway to the east and a two lane conventional highway to the west both with a speed limit of 55 MPH. Both of these lane and speed drops may function as potential bottlenecks during the work commute, and would possibly affect the performance of Segment 1. No programmed or planned capacity increases to four lanes are reported that may bring the two conventional highway segments back to concept LOS.

TUOLUMNE COUNTY FACT SHEETS— SR-120 CONCURRENT SEGMENT

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY SR 120- CONCURRENT SEGMENT 2



<b>Segment Location:</b>			
<b>Description:</b>	Concurrent with SR120 from Stanislaus C/L to Yosemite Junction		
<b>Post Mile:</b>	0.000/T6.900	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	12.070	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Principal Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2-4	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Rolling	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	8
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	12
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	N/A
<b>Postmile:</b>	N/A	<b>Present Serviceability Rating:</b>	N/A
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Principal Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Expressway	<b>Scenic Highway (Eligible):</b>	No
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access:</b>	Terminal Access
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA):</b>	Yes
<b>National Highway System:</b>	Yes	<b>California Legal:</b>	Yes
<b>Freeway Expressway System:</b>	Yes	<b>Advisory:</b>	No
<b>Strategic Highway Network:</b>	No	<b>Additional Restrictions:</b>	No
<b>Freeway Agreement:</b>	Yes	<b>Access to Intermodal Freight Facility:</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	100 year	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	High	<b>Leaking Underground Tanks:</b>	Low to Moderate
<b>Special Status Species:</b>	High	<b>Possible Hazardous Waste:</b>	Moderate to High--lead/NOA
<b>Air Quality</b>			
<b>Ozone:</b>	Eight hour non-attainment	<b>Particulate Matter 10 m:</b>	Unclassified--Attainment
		<b>Particulate Matter 2.5 m:</b>	Unclassified--Attainment
		<b>Carbon Monoxide:</b>	Unclassified--Attainment
<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	<b>Intermodal Commuter Facilities</b>
Yes/No	Yes	Yes/No	No
PM	0.000/T6.900	PM	PM
<b>Location:</b>	On Route	<b>Location:</b>	Location
<b>Class:</b>	III		
<b>LOS:</b>	N/A		
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	<b>Freight Distribution</b>
Yes/No	No	Yes/No	No
PM		PM	PM
<b>Location:</b>	Location	<b>Location:</b>	Location
<b>LOS:</b>			
<b>Transit Bus</b>			
Yes/No	No	Yes/No	No
PM		PM	PM
<b>Location:</b>	Location		

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 65, 55 MPH <b>Existing Facility:</b> 4 and 2 lane expressways <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	B/E	N/A	B/F	N/A	B/C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1995	14,500	2440	17,750	3435	25,000
	N/A		N/A		N/A	
	8.1		8.1		8.1	
	6.5		6.5		6.5	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b>	C
<b>Concept Facility:</b>	4 lane expressway
<b>Ultimate Transportation Corridor:</b>	4 lane expressway
<b>Comments:</b> LOS reflects the LOS on two segments, west to east, as reported in CSMP	

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

<b>Bicycle Facility</b>	<b>Airports</b>	<b>Intermodal Commuter Facilities</b>	<b>Intermodal Freight Facilities</b>
Yes/No	Yes/No	Yes/No	Yes/No
PM	No	No	No
<b>Location:</b>	Location	<b>Location:</b>	Location
<b>Class:</b>			
<b>LOS:</b>			
<b>Pedestrian Facility</b>	<b>Park and Rides</b>	<b>Freight Distribution</b>	<b>Transit Bus</b>
Yes/No	Yes/No	Yes/No	Yes/No
No	No	No	No
PM	PM	PM	PM
<b>Location:</b>	Location	<b>Location:</b>	Location
<b>LOS:</b>			

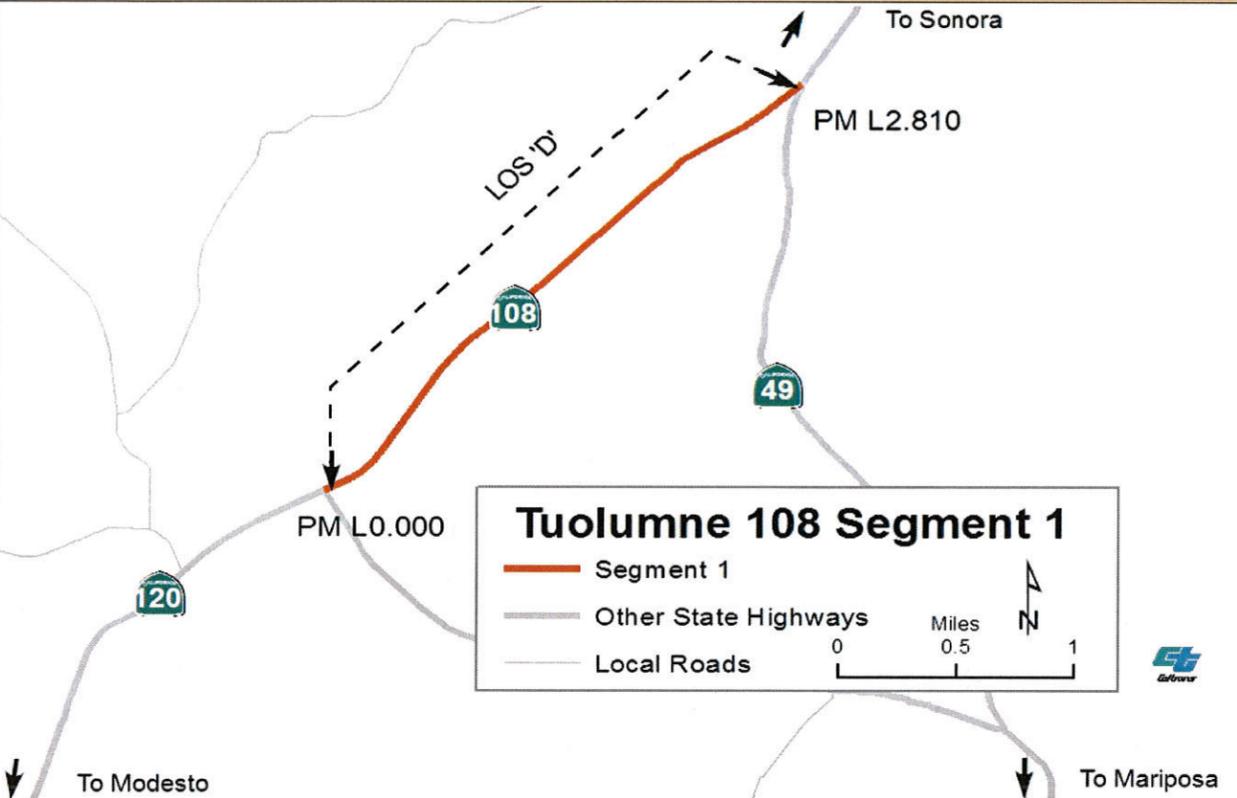
<b>Planned</b>			<b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>			
○		Consult SR-120 TCR			

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

In the CSMP two segments were treated under the concurrent route. This included a four lane and a two lane expressway. Data reflects this pairing.

TUOLUMNE COUNTY FACT SHEETS—SR-108 SEGMENT 1

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 1



<b>Description:</b> Yosemite Junction to S. SR-49		<b>Segment Location:</b>	
<b>Post Mile:</b> L0.000/L2.810	<b>Rural/Urban/Urbanized:</b> Rural	<b>Within City Limits:</b> No	<b>Local Planning Jurisdiction:</b> Tuolumne County
<b>Length:</b> 2.810	<b>Other Agency/Entity:</b> TCTC	<b>Roadbed Information (approximate)</b>	
<b>Functional Classification:</b> Minor Arterial	<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> N/A
	<b>Terrain:</b> Rolling	<b>Shoulder Width (ft.):</b> 8	<b>Median Width (ft.):</b> 0
	<b>Grade %:</b> N/A	<b>Distressed Lane Miles:</b> 5.60	<b>Present Serviceability Rating:</b> N/A
	<b>Accessible to Bicycles:</b> Yes	<b>Bridge Needs</b>	
	<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A
	<b>Route Designations</b>		
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b> No	<b>Trucking Network</b>	
<b>Facility Type:</b> Expressway	<b>Scenic Highway (Eligible):</b> No	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Interregional Road System:</b> Yes	<b>California Legal:</b> Yes		
<b>High Emphasis Route:</b> No	<b>Advisory:</b> No		
<b>Focus Route/Gateway Route:</b> No	<b>Additional Restrictions:</b> No		
<b>National Highway System:</b> Yes	<b>Access to Intermodal Freight Facility:</b> No		
<b>Freeway Expressway System:</b> Yes	<b>Environmental Status</b>		
<b>Strategic Highway Network:</b> No	<b>Degree of Impact</b>		
<b>Freeway Agreement:</b> Yes	<b>Flood Plains:</b> 100 year	<b>Cultural Resources:</b> High	<b>Degree of Impact:</b>
	<b>Wetlands:</b> High	<b>Leaking Underground Tanks:</b> Low to Moderate	<b>Possible Hazardous Waste:</b> Moderate ADL, heavy metals, NOA
	<b>Special Status Species:</b> Moderate		
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane expressway <b>Level of Service:</b> D <b>Volume/Capacity:</b> N/A <b>Peak Hour Volume:</b> 1,100 <b>Average Daily Traffic:</b> 15,700 <b>Peak Hour Directional Split:</b> N/A <b>Truck Volume % of Total ADT:</b> 7.6 <b>Peak Hour % of Trucks:</b> 6.1	2008		2015		2030	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
	D	N/A	D	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	L0.000/L2.810	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b> C	<b>Concept Facility 2030:</b> 2 lane expressway
<b>Ultimate Transportation Corridor:</b> 2 lane expressway	
<b>Comments:</b>	

<b>Planned</b>			<b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>			
○		No programmed or planned projects			

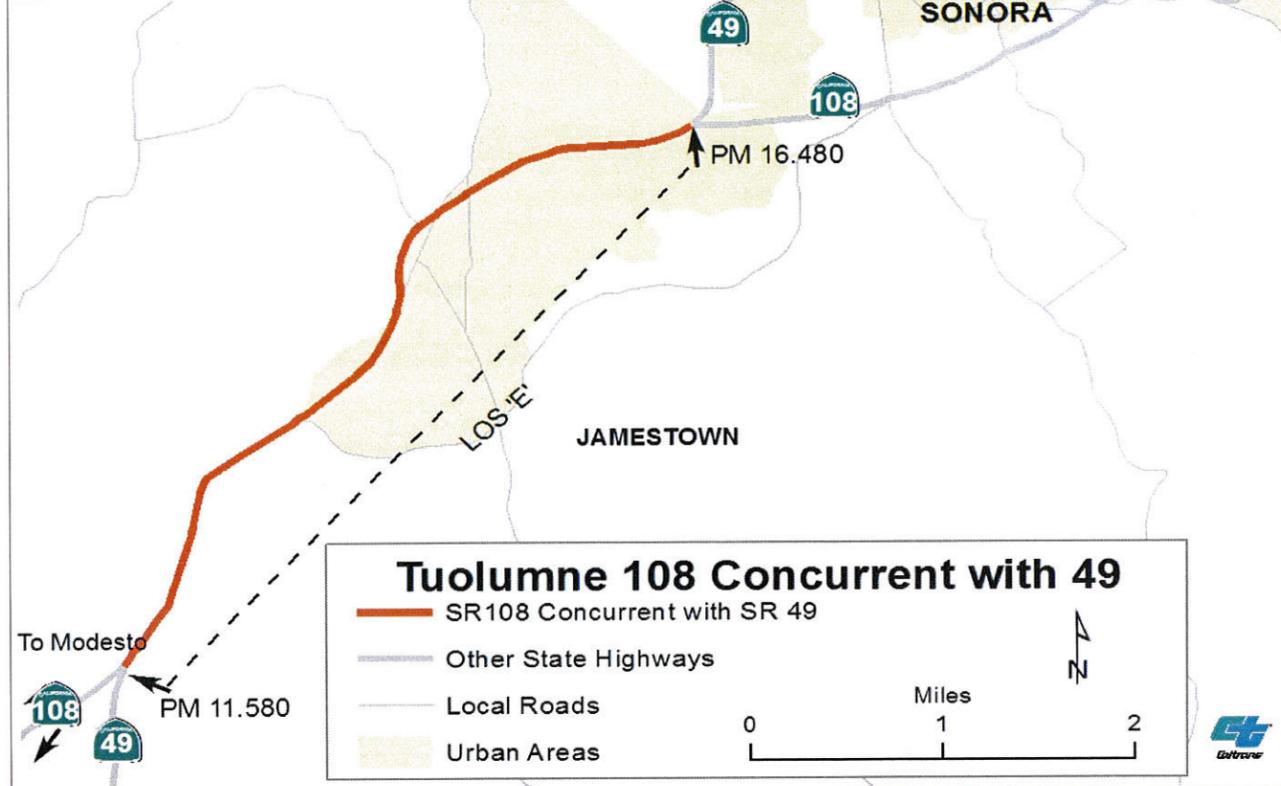
<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Comments:**

TUOLUMNE COUNTY FACT SHEETS— SR-49 CONCURRENT SEGMENT

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SR 49- CONCURRENT SEGMENT 3



<b>Segment Location:</b>			
<b>Description:</b>	Concurrent with SR-49 from Montezuma Junction to N. SR-49 on Washington St.		
<b>Post Mile:</b>	11.580/16.480	<b>Rural/Urban/Urbanized:</b>	Urban
<b>Length:</b>	4.90	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Rolling	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	8
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
<b>Bridge Needs</b>		<b>Distressed Lane Miles</b>	9.80
<b>Postmile</b>	N/A	<b>Present Serviceability Rating</b>	N/A
<b>Bridge#</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional	<b>Scenic Highway (Eligible):</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access</b>	Terminal Access
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA)</b>	Yes
<b>National Highway System</b>	Yes	<b>California Legal:</b>	Yes
<b>Freeway Expressway System</b>	Yes	<b>Advisory</b>	No
<b>Strategic Highway Network</b>	No	<b>Additional Restrictions</b>	No
<b>Freeway Agreement:</b>	Yes	<b>Access to Intermodal Freight Facility</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Moderate to High	<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b>	Moderate to High	<b>Possible Hazardous Waste:</b>	Moderate to High--lead/NOA
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment
<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	
Yes/No	Yes	Yes/No	No
PM	11.580/16.480	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	N/A		
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	
Yes/No	No	Yes/No	No
PM		PM	PM
Location	Location	Location	Location
LOS		Location	Location

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional highway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	N/A	F	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	2,130		2,810		4,470	
20,300		26,800		42,600		
N/A		N/A		N/A		
8.0		8.0		8.0		
6.4		6.4		6.4		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+TTF) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b>	D
<b>Concept Facility</b>	2030 2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	
Yes/No	Yes	Yes/No	No
PM	11.580/16.480	PM	PM
Location	On Route	Location	Location
Class	III		
LOS	N/A		
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	
Yes/No	No	Yes/No	No
PM		PM	PM
Location	Location	Location	Location
LOS		Location	Location

<b>Planned</b>			<b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>			
○		Consult SR-49 TCR			

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

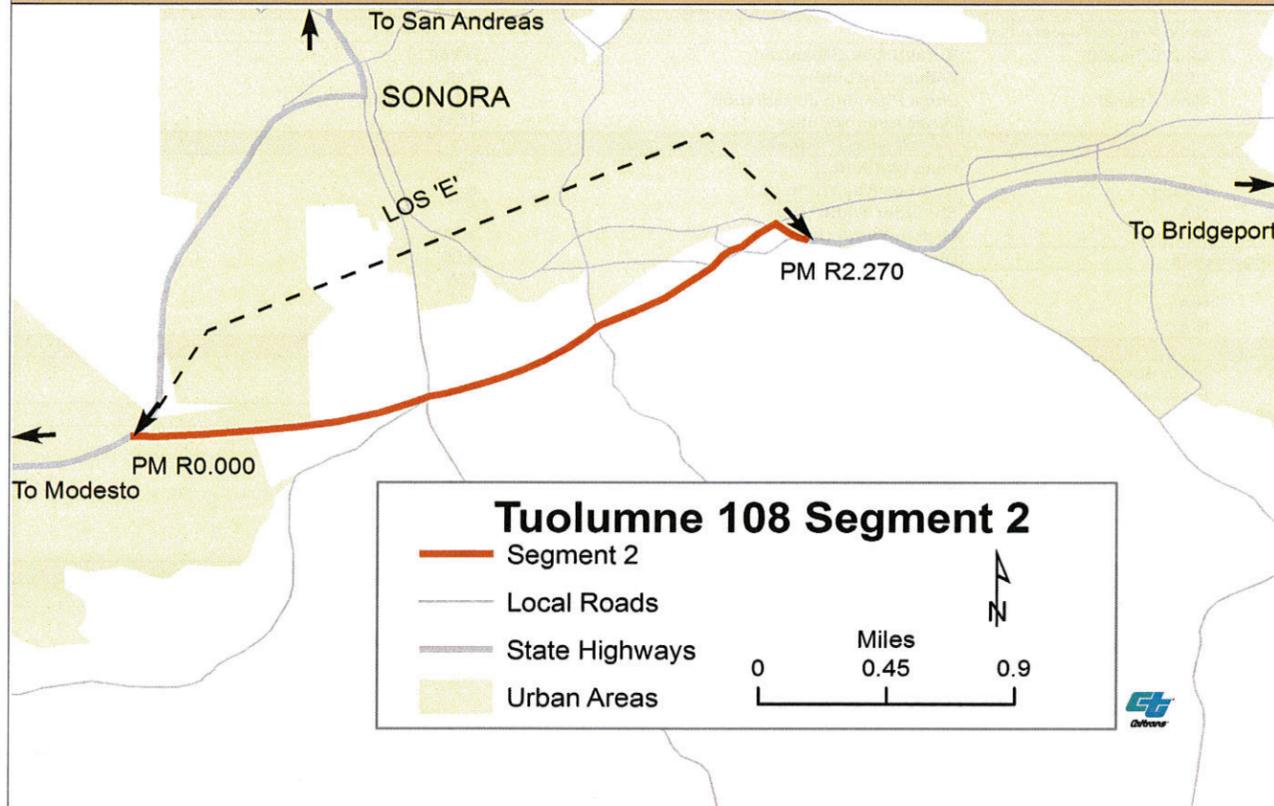
**Comments:**

TUOLUMNE COUNTY FACT SHEETS—SR-108 SEGMENT 2

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 2



<b>Description:</b> From N. SR-49 to Mono Way		<i>Segment Location:</i>	
<b>Post Mile:</b> R0.000/R2.270	<b>Rural/Urban/Urbanized:</b>	Urban	
<b>Length:</b> 2.270	<b>Within City Limits:</b>	Yes	
<b>Functional Classification:</b> Minor Arterial	<b>Local Planning Jurisdiction:</b>	City of Sonora	
	<b>Other Agency/Entity:</b>	TCTC	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b>	12	
<b>Terrain:</b> Rolling	<b>Right of Way Width (ft.):</b>	N/A	
<b>Grade %:</b> N/A	<b>Shoulder Width (ft.):</b>	8	
<b>Accessible to Bicycles:</b> Yes	<b>Median Width (ft.):</b>	0-11	
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	2.60
<b>Postmile:</b> N/A		<b>Present Serviceability Rating:</b>	N/A
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b>	No	
<b>Facility Type:</b> Expressway	<b>Scenic Highway (Eligible):</b>	Yes	
<b>Interregional Road System:</b> Yes	<b>Trucking Network</b>		
<b>High Emphasis Route:</b> No	<b>National Network, Terminal Access:</b>	Terminal Access	
<b>Focus Route/Gateway Route:</b> No	<b>Surface Transportation Assistance Act (STAA):</b>	Yes	
<b>National Highway System:</b> Yes	<b>California Legal:</b>	Yes	
<b>Freeway Expressway System:</b> Yes	<b>Advisory:</b>	No	
<b>Strategic Highway Network:</b> No	<b>Additional Restrictions:</b>	No	
<b>Freeway Agreement:</b> Yes	<b>Access to Intermodal Freight Facility:</b>	No	
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A		<b>Cultural Resources:</b>	High
<b>Wetlands:</b> Moderate to High		<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b> Low to Moderate		<b>Possible Hazardous Waste:</b>	Moderate-lead/NOA
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment

Posted Speed: 55 MPH Existing Facility: 2 lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	Travel Forecast Data					
	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	N/A	F	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1,870		2,060		2,570	
	20,500		22,635		28,190	
	N/A		N/A		N/A	
	7.3		7.3		7.3	
	5.8		5.8		5.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
<b>Concept Level of Service:</b>	D
<b>Concept Facility 2030:</b>	2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R0.000/R2.270	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Planned / Programmed Projects		
Post Mile	Location	Description
○		No programmed or planned projects

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

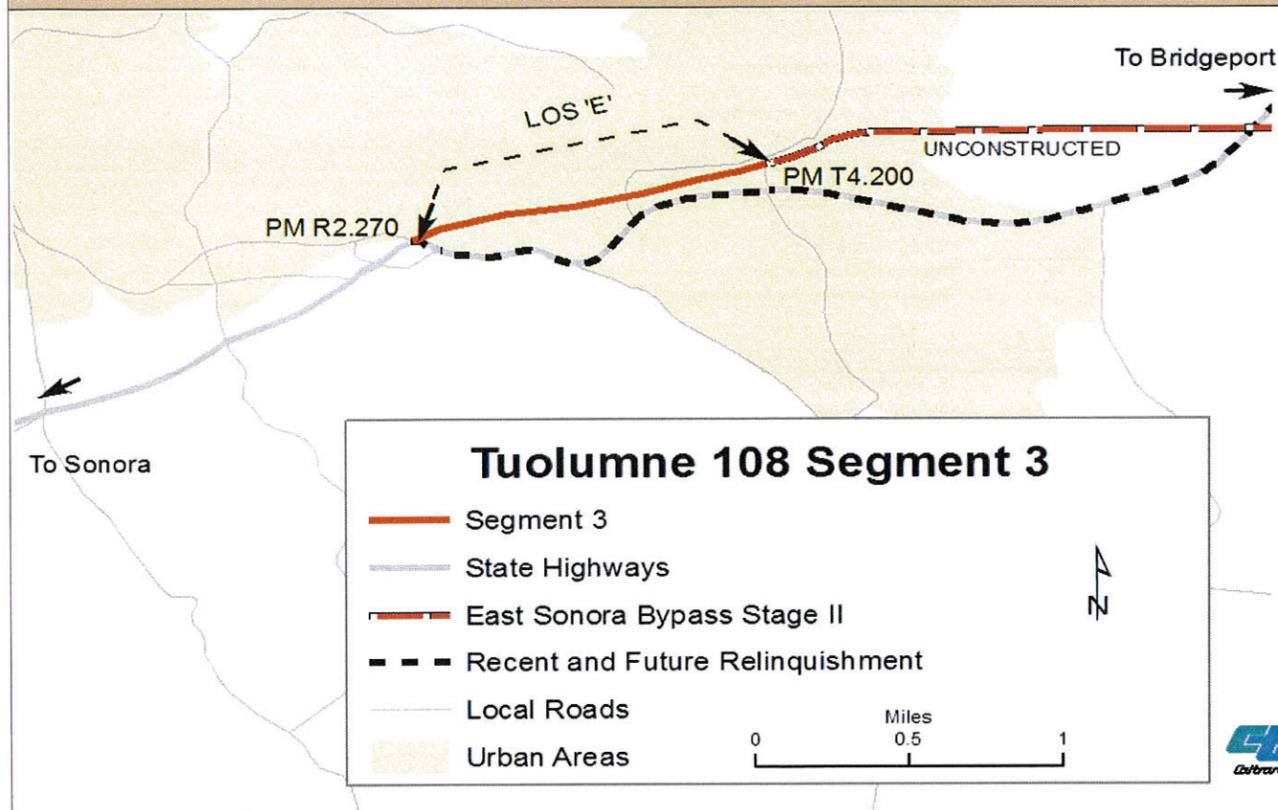
Comments:

TUOLUMNE COUNTY FACT SHEETS—SR-108 SEGMENT 3

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 3



<b>Description:</b> Mono Way to Peaceful Oak Drive			
<b>Post Mile:</b>	R2.270/T4.200	<b>Rural/Urban/Urbanized:</b>	Urban
<b>Length:</b>	1.930	<b>Within City Limits:</b>	Yes
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	City of Sonora
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Rolling	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	8
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	10-11
		<b>Distressed Lane Miles:</b>	0.00
		<b>Present Serviceability Rating:</b>	N/A
<b>Bridge Needs</b>			
<b>Postmile:</b>	N/A		
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Expressway	<b>Scenic Highway (Eligible):</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access:</b>	Terminal Access
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA):</b>	Yes
<b>National Highway System:</b>	Yes	<b>California Legal:</b>	Yes
<b>Freeway Expressway System:</b>	Yes	<b>Advisory:</b>	No
<b>Strategic Highway Network:</b>	No	<b>Additional Restrictions:</b>	No
<b>Freeway Agreement:</b>	Yes	<b>Access to Intermodal Freight Facility:</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Moderate to High	<b>Leaking Underground Tanks:</b>	Low to Moderate
<b>Special Status Species:</b>	Moderate	<b>Possible Hazardous Waste:</b>	Moderate-lead/NOA
<b>Air Quality</b>			
<b>Ozone:</b>	Eight hour non-attainment	<b>Particulate Matter 10 m:</b>	Unclassified--Attainment
		<b>Particulate Matter 2.5 m:</b>	Unclassified--Attainment
		<b>Carbon Monoxide:</b>	Unclassified--Attainment

Travel Forecast Data						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane expressway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	N/A	F	N/A	A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1,940	23,100	2,480	29,500	3,380	40,200
N/A	N/A	N/A	N/A	N/A	N/A	
5.0	5.0	5.0	5.0	5.0	5.0	
4.0	4.0	4.0	4.0	4.0	4.0	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R2.270/T4.200	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	R2.27-T4.20
Location		Location		Location		Location	East Sonora
LOS							

Segment Route Concept	
<b>Concept Level of Service:</b>	D
<b>Concept Facility 2030:</b>	2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
○		New alignment under construction, no planned or programmed projects.			

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

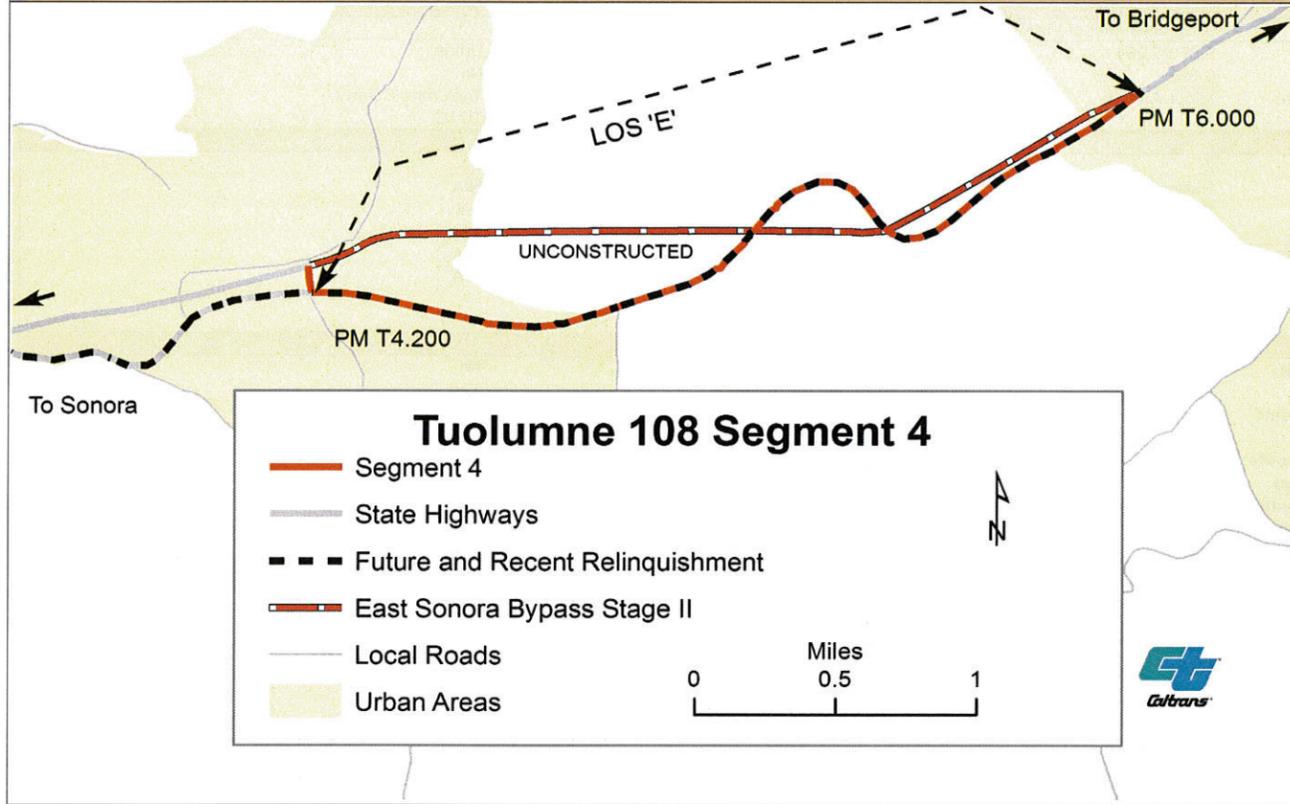
Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 4

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 4



<b>Description:</b> Peaceful Oak to 0.13miles east of Via Este Drive		<b>Segment Location:</b>	
<b>Post Mile:</b> T4.200/T6.000	<b>Rural/Urban/Urbanized:</b> Urban	<b>Within City Limits:</b> No	<b>Local Planning Jurisdiction:</b> Tuolumne County
<b>Length:</b> 1.800	<b>Functional Classification:</b> Minor Arterial	<b>Other Agency/Entity:</b> TCTC	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Terrain:</b> Rolling	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> N/A
<b>Grade %:</b> N/A	<b>Accessible to Bicycles:</b> Yes	<b>Shoulder Width (ft.):</b> 4	<b>Median Width (ft.):</b> 0
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b> 0.00	<b>Present Serviceability Rating:</b> N/A
<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A	
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Facility Type:</b> Conventional	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> Yes
<b>Interregional Road System:</b> Yes	<b>High Emphasis Route:</b> No	<b>Trucking Network</b>	
<b>Focus Route/Gateway Route:</b> No	<b>National Highway System:</b> No	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Freeway Expressway System:</b> Yes	<b>Strategic Highway Network:</b> No	<b>California Legal:</b> Yes	<b>Advisory:</b> No
<b>Freeway Agreement:</b> Yes		<b>Additional Restrictions:</b> No	<b>Access to Intermodal Freight Facility:</b> No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Wetlands:</b> Moderate to High	<b>Cultural Resources:</b> High	<b>Leaking Underground Tanks:</b> Low to Moderate
<b>Special Status Species:</b> Moderate		<b>Possible Hazardous Waste:</b> Moderate--lead/NOA	
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment

Travel Forecast Data						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional highway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	E	N/A	F	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1,800	16,240	2,600	23,400	3,680	33,200
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.						

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	T4.200/T6.000	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	T4.20-6.00
Location		Location		Location		Location	East Sonora
LOS							

Segment Route Concept	
<b>Concept Level of Service:</b> D	<b>Concept Facility 2030:</b> 2 lane expressway
<b>Ultimate Transportation Corridor:</b> 2 lane expressway	
<b>Comments:</b>	

Post Mile	Location	Description
○		No programmed or planned projects

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

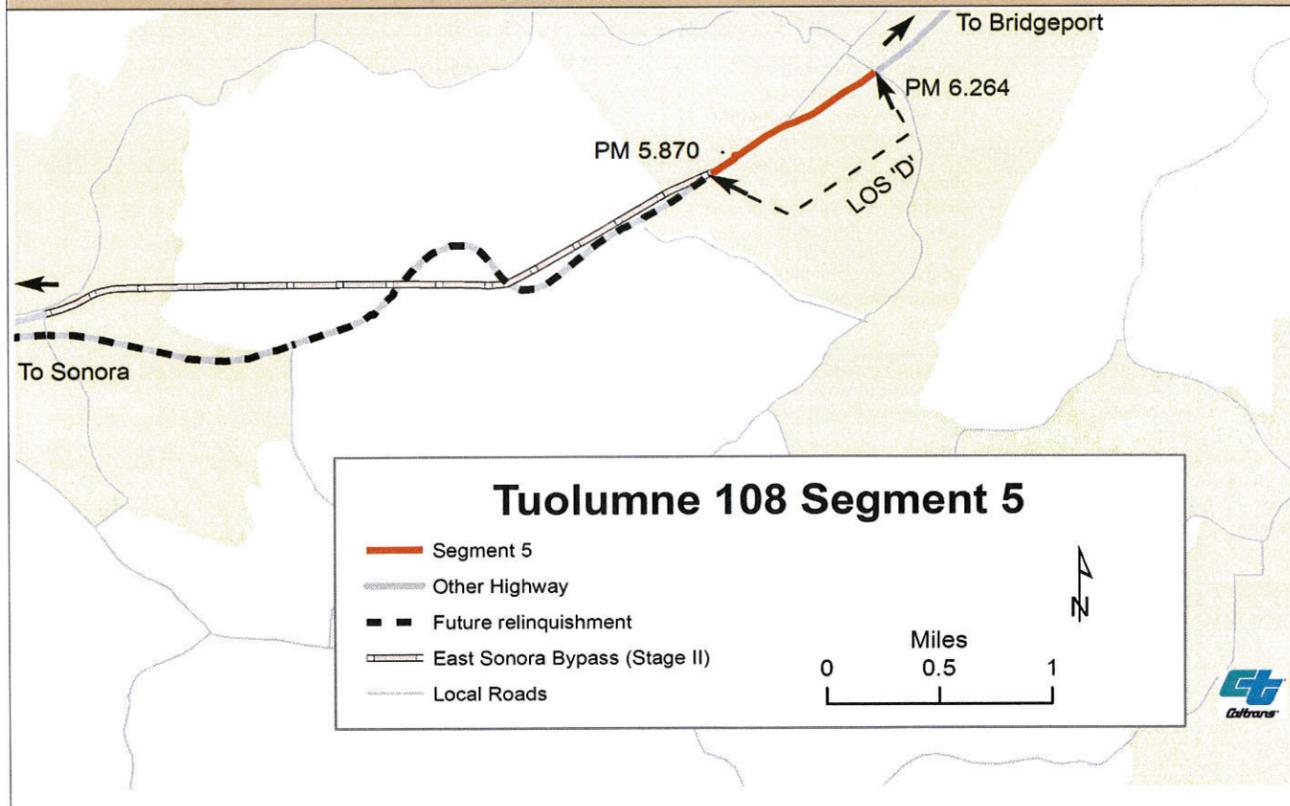
**Comments:**

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 5

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 5



<b>Description:</b> 0.13 miles east of Via Este Drive to 0.04 miles east of Draper Mine Road		<b>Segment Location:</b>	
<b>Post Mile:</b> 5.870/6.264	<b>Rural/Urban/Urbanized:</b>	Urban	
<b>Length:</b> 0.390	<b>Within City Limits:</b>	No	
<b>Functional Classification:</b> Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County	
	<b>Other Agency/Entity:</b>	TCTC	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b>	12	
<b>Terrain:</b> Rolling	<b>Right of Way Width (ft.):</b>	N/A	
<b>Grade %:</b> N/A	<b>Shoulder Width (ft.):</b>	4-8	
<b>Accessible to Bicycles:</b> Yes	<b>Median Width (ft.):</b>	11	
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	N/A
<b>Postmile:</b> N/A		<b>Present Serviceability Rating:</b>	N/A
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b>	No	
<b>Facility Type:</b> Expressway	<b>Scenic Highway (Eligible):</b>	Yes	
<b>Interregional Road System:</b> Yes	<b>Trucking Network</b>		
<b>High Emphasis Route:</b> No	<b>National Network, Terminal Access:</b>	Terminal Access	
<b>Focus Route/Gateway Route:</b> No	<b>Surface Transportation Assistance Act (STAA):</b>	Yes	
<b>National Highway System:</b> No	<b>California Legal:</b>	Yes	
<b>Freeway Expressway System:</b> Yes	<b>Advisory:</b>	No	
<b>Strategic Highway Network:</b> No	<b>Additional Restrictions:</b>	No	
<b>Freeway Agreement:</b> Yes	<b>Access to Intermodal Freight Facility:</b>	No	
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b>	High	
<b>Wetlands:</b> Moderate to High	<b>Leaking Underground Tanks:</b>	Low	
<b>Special Status Species:</b> Low	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA	
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment
<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	
Yes/No	Yes	Yes/No	No
PM	5.870/6.264	PM	
Location	On Route	Location	
Class	III		
LOS	N/A		
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	
LOS			
		<b>Freight Distribution</b>	
		Yes/No	Yes
		PM	6.00-6.264
		Location	Soulsbyville
		<b>Intermodal Freight Facilities</b>	
		Yes/No	No
		PM	
		Location	

Posted Speed: 55 MPH Existing Facility: 2 lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	N/A	E	N/A	B	N/A
N/A	N/A	N/A	N/A	N/A	N/A	
	1,550	1,840	2,380			
	14,600	17,400	22,380			
	N/A	N/A	N/A			
	3.5	3.5	3.5			
	2.8	2.8	2.8			

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	D
Concept Facility 2030:	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Planned				Programmed Projects			
Post Mile	Location			Description			
①	East Sonora Bypass Stage III (planned)						
●	No programmed projects underway						

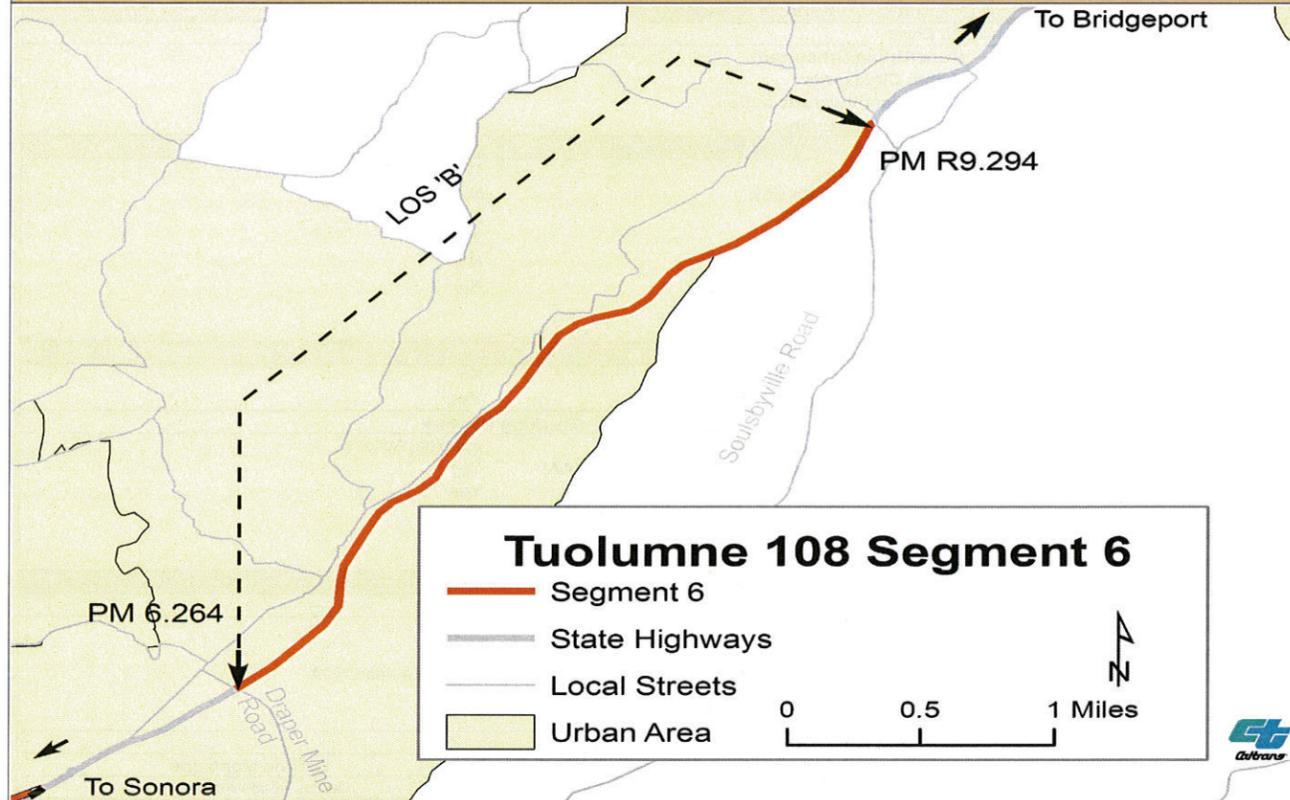
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Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 6

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY SEGMENT 6



<b>Segment Location:</b>			
<b>Description:</b> Draper Mine Road to Soulsbyville Road		<b>Rural/Urban/Urbanized:</b> Urban	
<b>Post Mile:</b> 6.264/R9.294	<b>Length:</b> 3.034	<b>Within City Limits:</b> No	<b>Local Planning Jurisdiction:</b> Tuolumne County
<b>Functional Classification:</b> Minor Arterial		<b>Other Agency/Entity:</b> TCTC	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Terrain:</b> Rolling	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> N/A
<b>Grade %:</b> N/A	<b>Accessible to Bicycles:</b> Yes	<b>Shoulder Width (ft.):</b> 8	<b>Median Width (ft.):</b> 0-20
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b> 2.00	<b>Present Serviceability Rating:</b> N/A
<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A	
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Facility Type:</b> Expressway	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> Yes
<b>Interregional Road System:</b> Yes	<b>High Emphasis Route:</b> No	<b>Trucking Network</b>	
<b>Focus Route/Gateway Route:</b> No	<b>National Highway System:</b> No	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Freeway Expressway System:</b> Yes	<b>Strategic Highway Network:</b> No	<b>California Legal:</b> Yes	<b>Advisory:</b> No
<b>Freeway Agreement:</b> Yes		<b>Additional Restrictions:</b> No	<b>Access to Intermodal Freight Facility:</b> No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Wetlands:</b> Moderate to High	<b>Cultural Resources:</b> High	<b>Leaking Underground Tanks:</b> Low
<b>Special Status Species:</b> Low		<b>Possible Hazardous Waste:</b> Moderate--lead/NOA	
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment
<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	<b>Intermodal Commuter Facilities</b>
Yes/No: Yes	Location: 6.264/R9.294	Yes/No: No	Yes/No: No
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	<b>Freight Distribution</b>
Yes/No: No	Location: N/A	Yes/No: No	Yes/No: No
<b>Intermodal Freight Facilities</b>		<b>Transit Bus</b>	
Yes/No: No	Location: PM	Yes/No: Yes	Location: 6.264-9.294

<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane expressway <b>Level of Service:</b> B <b>Volume/Capacity:</b> N/A <b>Peak Hour Volume:</b> 13,250 <b>Average Daily Traffic:</b> N/A <b>Peak Hour Directional Split:</b> N/A <b>Truck Volume % of Total ADT:</b> 3.3 <b>Peak Hour % of Trucks:</b> 2.6	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	N/A	N/A	N/A	N/A	N/A	N/A
	1,590	13,250	1,920	15,980	2,640	22,040

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Concept Level of Service:</b> D	<b>Concept Facility 2030:</b> 2 lane expressway
<b>Ultimate Transportation Corridor:</b> 2 lane expressway	
<b>Comments:</b>	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Post Mile	Location	Description
○		No programmed or planned projects

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

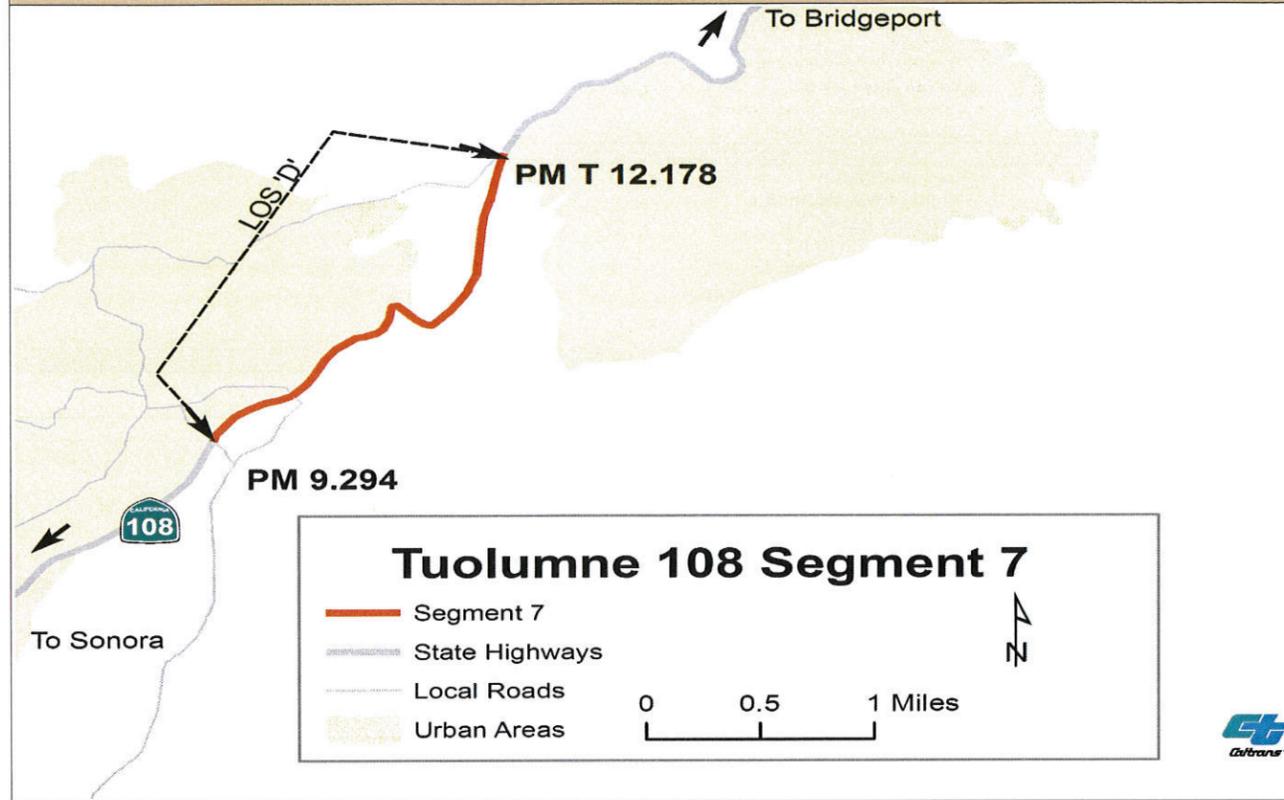
Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 7

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 7



<b>Description:</b> Soulsbyville Road to Twain Harte Drive		<b>Segment Location:</b>	
<b>Post Mile:</b> R9.294/T12.178	<b>Rural/Urban/Urbanized:</b> Urban	<b>Within City Limits:</b> No	<b>Local Planning Jurisdiction:</b> Tuolumne County
<b>Length:</b> 2.874	<b>Other Agency/Entity:</b> TCTC		
<b>Functional Classification:</b> Minor Arterial			
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> N/A	<b>Shoulder Width (ft.):</b> 8
<b>Terrain:</b> Mountainous	<b>Median Width (ft.):</b> 22-60	<b>Distressed Lane Miles:</b> N/A	<b>Present Serviceability Rating:</b> N/A
<b>Grade %:</b> N/A			
<b>Accessible to Bicycles:</b> Yes			
<b>Bridge Needs</b>			
<b>Postmile:</b> N/A			
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b> No	<b>Trucking Network</b>	
<b>Facility Type:</b> Expressway	<b>Scenic Highway (Eligible):</b> Yes	<b>National Network, Terminal Access:</b> Terminal Access	<b>Surface Transportation Assistance Act (STAA):</b> Yes
<b>Interregional Road System:</b> Yes	<b>California Legal:</b> Yes		
<b>High Emphasis Route:</b> No	<b>Advisory:</b> No		
<b>Focus Route/Gateway Route:</b> No	<b>Additional Restrictions:</b> No		
<b>National Highway System:</b> No	<b>Access to Intermodal Freight Facility:</b> No		
<b>Freeway Expressway System:</b> Yes			
<b>Strategic Highway Network:</b> No			
<b>Freeway Agreement:</b> Yes			
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b> High		
<b>Wetlands:</b> Moderate to High	<b>Leaking Underground Tanks:</b> Low		
<b>Special Status Species:</b> Low	<b>Possible Hazardous Waste:</b> Moderate-lead/NOA		
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment
<b>Existing Transportation Network</b>			
<b>Bicycle Facility:</b> Yes/No Yes	<b>Airports:</b> Yes/No No	<b>Intermodal Commuter Facilities:</b> Yes/No No	<b>Intermodal Freight Facilities:</b> Yes/No No
<b>Location:</b> On Route	<b>Location:</b> Location	<b>Location:</b> Location	<b>Location:</b> Location
<b>Class:</b> III			
<b>LOS:</b> N/A			
<b>Pedestrian Facility:</b> Yes/No No	<b>Park and Rides:</b> Yes/No No	<b>Freight Distribution:</b> Yes/No No	<b>Transit Bus:</b> Yes/No Yes
<b>Location:</b> Location	<b>Location:</b> Location	<b>Location:</b> Location	<b>Location:</b> R9.356-T11.57 Twain Harte
<b>LOS:</b> LOS			

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 65 MPH <b>Existing Facility:</b> 2 lane expressway <b>Level of Service:</b> D <b>Volume/Capacity:</b> N/A <b>Peak Hour Volume:</b> 1,160 <b>Average Daily Traffic:</b> 9,675 <b>Peak Hour Directional Split:</b> N/A <b>Truck Volume % of Total ADT:</b> 3.5 <b>Peak Hour % of Trucks:</b> 2.8	<b>2008</b>		<b>2015</b>		<b>2030</b>	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
	D	N/A	D	N/A	B	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1,160	9,675	1,420	11,850	2,000	16,705
N/A	N/A	N/A	N/A	N/A	N/A	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b> D	<b>Concept Facility:</b> 2030 2 lane expressway
<b>Ultimate Transportation Corridor:</b> 2 lane expressway	
<b>Comments:</b>	

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

<b>Post Mile:</b> 0	<b>Location:</b> No programmed or planned projects	<b>Description:</b>
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Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

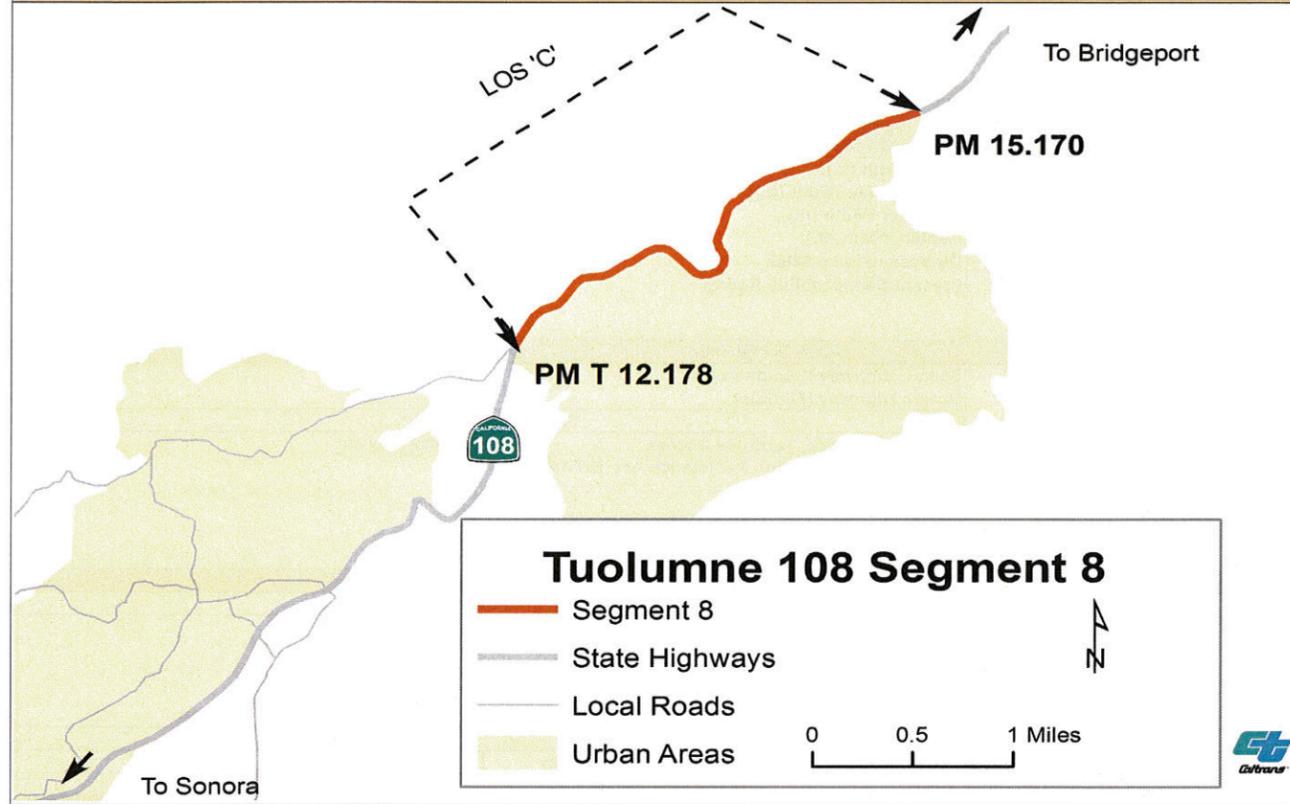
**Comments:**

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 8

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 8



<b>Description:</b> Twain Harte Drive to Chief Fuller Road		<b>Segment Location:</b>	
<b>Post Mile:</b> T12.178/15.170	<b>Rural/Urban/Urbanized:</b> Rural	<b>Within City Limits:</b> No	
<b>Length:</b> 2.992	<b>Local Planning Jurisdiction:</b> Tuolumne County	<b>Other Agency/Entity:</b> TCTC	
<b>Functional Classification:</b> Minor Arterial	<b>Roadbed Information (approximate)</b>		
<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b> 12	<b>Right of Way Width (ft.):</b> N/A	<b>Shoulder Width (ft.):</b> 3-8
<b>Terrain:</b> Mountainous	<b>Median Width (ft.):</b> 0	<b>Distressed Lane Miles:</b> N/A	<b>Present Serviceability Rating:</b> N/A
<b>Grade %:</b> N/A	<b>Bridge Needs</b>		
<b>Accessible to Bicycles:</b> Yes	<b>Postmile:</b> N/A	<b>Bridge#:</b> N/A	<b>Bridge Name:</b> N/A
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b> No	<b>Scenic Highway (Eligible):</b> Yes	
<b>Facility Type:</b> Expressway	<b>Trucking Network</b>		
<b>Interregional Road System:</b> Yes	<b>National Network, Terminal Access:</b> Terminal Access		
<b>High Emphasis Route:</b> No	<b>Surface Transportation Assistance Act (STAA):</b> Yes		
<b>Focus Route/Gateway Route:</b> No	<b>California Legal:</b> Yes		
<b>National Highway System:</b> No	<b>Advisory:</b> No		
<b>Freeway Expressway System:</b> Yes	<b>Additional Restrictions:</b> No		
<b>Strategic Highway Network:</b> No	<b>Access to Intermodal Freight Facility:</b> No		
<b>Freeway Agreement:</b> Yes	<b>Environmental Status</b>		
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b> High	<b>Leaking Underground Tanks:</b> Low to Moderate	
<b>Wetlands:</b> Moderate to High	<b>Possible Hazardous Waste:</b> Moderate-lead/NOA		
<b>Special Status Species:</b> Low	<b>Air Quality</b>		
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 40 MPH <b>Existing Facility:</b> 2 lane conventional highway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
	C	N/A	D	N/A	B	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1,170	8,350	1,390	9,960	1,890	13,530
N/A	N/A	N/A	N/A	N/A	N/A	
3.5	3.5	3.5	3.5	3.5	3.5	
2.8	2.8	2.8	2.8	2.8	2.8	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	T12.178/15.170	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	Yes
PM		PM		PM		PM	T11.57-15.17
Location		Location		Location		Location	Miwuk Village
LOS							

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b>	C
<b>Concept Facility 2030:</b>	2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

Ⓜ Planned      ⓘ Programmed Projects		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>
○		No programmed or planned projects

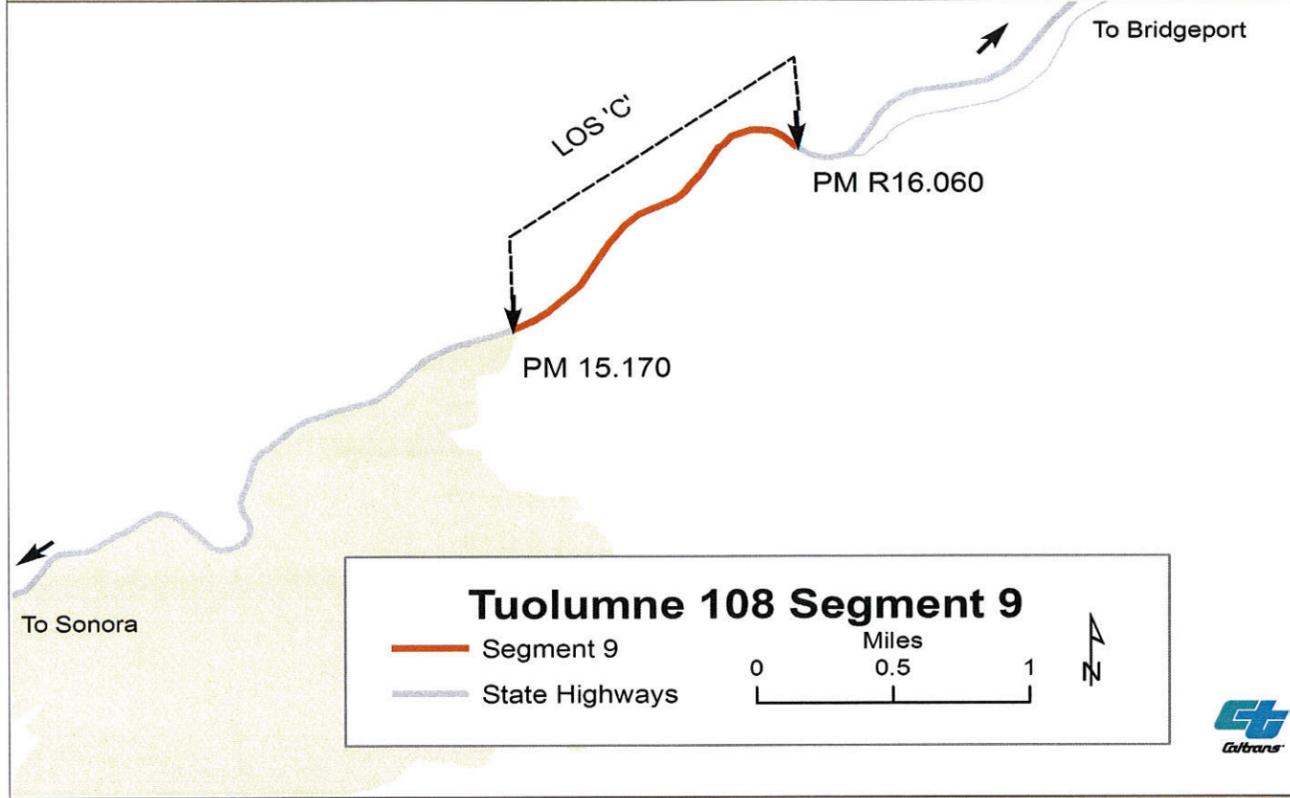
<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 9

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 9



<b>Description:</b> Chief Fuller Road to 0.02 miles west of Lyons Dam Road		<b>Segment Location:</b>	
<b>Post Mile:</b> 15.170/R16.060	<b>Rural/Urban/Urbanized:</b> Rural	<b>Within City Limits:</b> No	<b>Local Planning Jurisdiction:</b> Tuolumne County
<b>Length:</b> 0.890	<b>Other Agency/Entity:</b> TCTC		
<b>Functional Classification:</b> Minor Arterial			
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 2	<b>Lane Width (ft.):</b> 11-12	<b>Right of Way Width (ft.):</b> N/A	<b>Shoulder Width (ft.):</b> 3-8
<b>Terrain:</b> Mountainous	<b>Median Width (ft.):</b> 0	<b>Distressed Lane Miles:</b> N/A	<b>Present Serviceability Rating:</b> N/A
<b>Grade %:</b> N/A			
<b>Accessible to Bicycles:</b> Yes			
<b>Bridge Needs</b>			
<b>Postmile:</b> N/A			
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b> No		
<b>Facility Type:</b> Conventional	<b>Scenic Highway (Eligible):</b> Yes		
<b>Interregional Road System:</b> Yes			
<b>High Emphasis Route:</b> No			
<b>Focus Route/Gateway Route:</b> No			
<b>National Highway System:</b> No			
<b>Freeway Expressway System:</b> Yes			
<b>Strategic Highway Network:</b> No			
<b>Freeway Agreement:</b> Yes			
<b>Trucking Network</b>			
	<b>National Network, Terminal Access:</b> Terminal Access		
	<b>Surface Transportation Assistance Act (STAA):</b> Yes		
	<b>California Legal:</b> Yes		
	<b>Advisory:</b> No		
	<b>Additional Restrictions:</b> No		
	<b>Access to Intermodal Freight Facility:</b> No		
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b> High		
<b>Wetlands:</b> Low	<b>Leaking Underground Tanks:</b> Low		
<b>Special Status Species:</b> Low	<b>Possible Hazardous Waste:</b> Moderate-lead/NOA		
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment
<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	
Yes/No: Yes	Location: PM 15.170/R16.060	Yes/No: No	Location: PM
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	
Yes/No: No	Location: PM	Yes/No: No	Location: PM
<b>Intermodal Commuter Facilities</b>		<b>Freight Distribution</b>	
Yes/No: No	Location: PM	Yes/No: No	Location: PM
<b>Intermodal Freight Facilities</b>		<b>Transit Bus</b>	
Yes/No: No	Location: PM	Yes/No: Yes	Location: 15.17-15.30

Posted Speed: 40 MPH Existing Facility: 2 lane conventional highway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	N/A	C	N/A	B	N/A
N/A	N/A	N/A	N/A	N/A	N/A	
750	7,100	900	8,595	1,260	11,960	
N/A	N/A	N/A	N/A	N/A	N/A	
4.0	4.0	4.0	4.0	4.0	4.0	
3.2	3.2	3.2	3.2	3.2	3.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Segment Route Concept	
Concept Level of Service:	C
Concept Facility:	2030 2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Post Mile	Location	Description
○		No programmed or planned projects

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

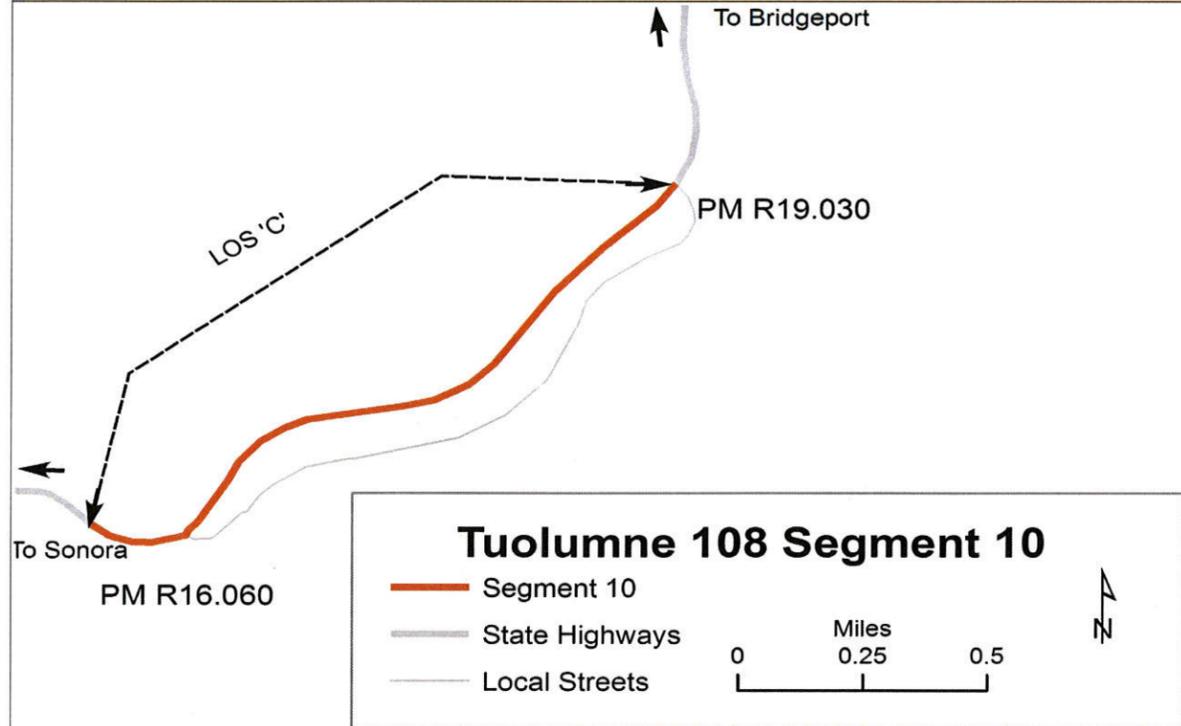
Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 10

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 10



<b>Description:</b> 0.02 miles West of Lyon Dam Road to East Long Barn Road			
<b>Post Mile:</b>	R16.060/R19.030	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	2.970	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	12
<b>Terrain:</b>	Mountainous	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	8
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
<b>Bridge Needs</b>		<b>Distressed Lane Miles</b>	N/A
<b>Postmile</b>	N/A	<b>Present Serviceability Rating</b>	N/A
<b>Bridge#</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Expressway	<b>Scenic Highway (Eligible)</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access</b>	Terminal Access
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA)</b>	Yes
<b>National Highway System</b>	No	<b>California Legal:</b>	Yes
<b>Freeway Expressway System</b>	Yes	<b>Advisory</b>	No
<b>Strategic Highway Network</b>	No	<b>Additional Restrictions</b>	No
<b>Freeway Agreement:</b>	Yes	<b>Access to Intermodal Freight Facility</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	Moderate
<b>Wetlands:</b>	Low	<b>Leaking Underground Tanks:</b>	Low to Moderate
<b>Special Status Species:</b>	Low to Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment



Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: 2 lane expressway Level of Service: Volume/Capacity: Peak Hour Volume: Average Daily Traffic: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	C	N/A	C	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	680	5,050	800	5,945	1,070	7,920
Peak Hour Directional Split:		N/A		N/A		
Truck Volume % of Total ADT:		3.8		3.8		
Peak Hour % of Trucks:		3.0		3.0		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R16.060/R19.030	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
Concept Level of Service:	C
Concept Facility 2030	2 lane expressway
Ultimate Transportation Corridor:	2 lane expressway
Comments:	

Planned			Programmed Projects		
Post Mile	Location	Description	Post Mile	Location	Description
0		No programmed or planned projects			

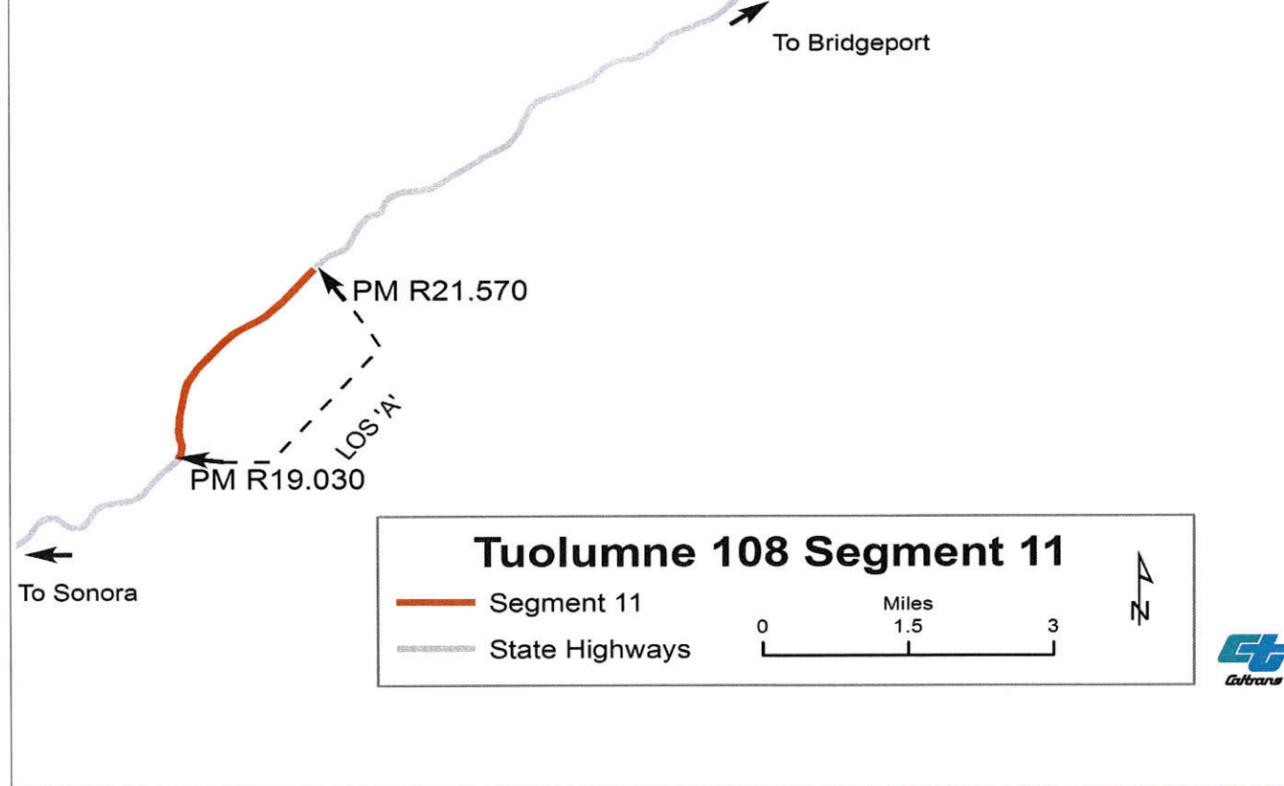
Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 11

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 11



<b>Segment Location:</b>			
<b>Description:</b> East Long Barn Road to Stoddard Springs Road			
<b>Post Mile:</b> R19.030/R21.570	<b>Rural/Urban/Urbanized:</b>	Rural	
<b>Length:</b> 2.540	<b>Within City Limits:</b>	No	
<b>Functional Classification:</b> Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County	
	<b>Other Agency/Entity:</b>	TCTC	
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b> 4	<b>Lane Width (ft.):</b>	12	
<b>Terrain:</b> Mountainous	<b>Right of Way Width (ft.):</b>	N/A	
<b>Grade %:</b> N/A	<b>Shoulder Width (ft.):</b>	2-8	
<b>Accessible to Bicycles:</b> Yes	<b>Median Width (ft.):</b>	0	
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	7.40
<b>Postmile:</b> N/A	<b>Present Serviceability Rating:</b>	N/A	
<b>Bridge#:</b> N/A			
<b>Bridge Name:</b> N/A			
<b>Route Designations</b>			
<b>Functional Classification:</b> Minor Arterial	<b>Scenic Highway (Designated):</b>	No	
<b>Facility Type:</b> Expressway	<b>Scenic Highway (Eligible):</b>	Yes	
<b>Interregional Road System:</b> Yes	<b>Trucking Network</b>		
<b>High Emphasis Route:</b> No	<b>National Network, Terminal Access:</b>	Terminal Access	
<b>Focus Route/Gateway Route:</b> No	<b>Surface Transportation Assistance Act (STAA):</b>	Yes	
<b>National Highway System:</b> No	<b>California Legal:</b>	Yes	
<b>Freeway Expressway System:</b> Yes	<b>Advisory:</b>	No	
<b>Strategic Highway Network:</b> No	<b>Additional Restrictions:</b>	No	
<b>Freeway Agreement:</b> No	<b>Access to Intermodal Freight Facility:</b>	No	
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b> N/A	<b>Cultural Resources:</b>	Moderate	
<b>Wetlands:</b> Moderate	<b>Leaking Underground Tanks:</b>	Low	
<b>Special Status Species:</b> Low to Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA	
<b>Air Quality</b>			
<b>Ozone:</b> Eight hour non-attainment	<b>Particulate Matter 10 m:</b> Unclassified--Attainment	<b>Particulate Matter 2.5 m:</b> Unclassified--Attainment	<b>Carbon Monoxide:</b> Unclassified--Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 4 lane expressway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	A	N/A	A	N/A	B	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	900		1,080		1,480	
	5,125		6,155		8,460	
	N/A		N/A		N/A	
	3.6		3.6		3.6	
	2.9		2.9		2.9	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>							
<b>Bicycle Facility</b>		<b>Airports</b>		<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R19.030/R21.570	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
<b>Pedestrian Facility</b>		<b>Park and Rides</b>		<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b> C	
<b>Concept Facility:</b> 2030 4 lane expressway	
<b>Ultimate Transportation Corridor:</b> 4 lane expressway	
<b>Comments:</b>	

<b>Planned</b>			<b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>			
○		No programmed or planned projects			

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

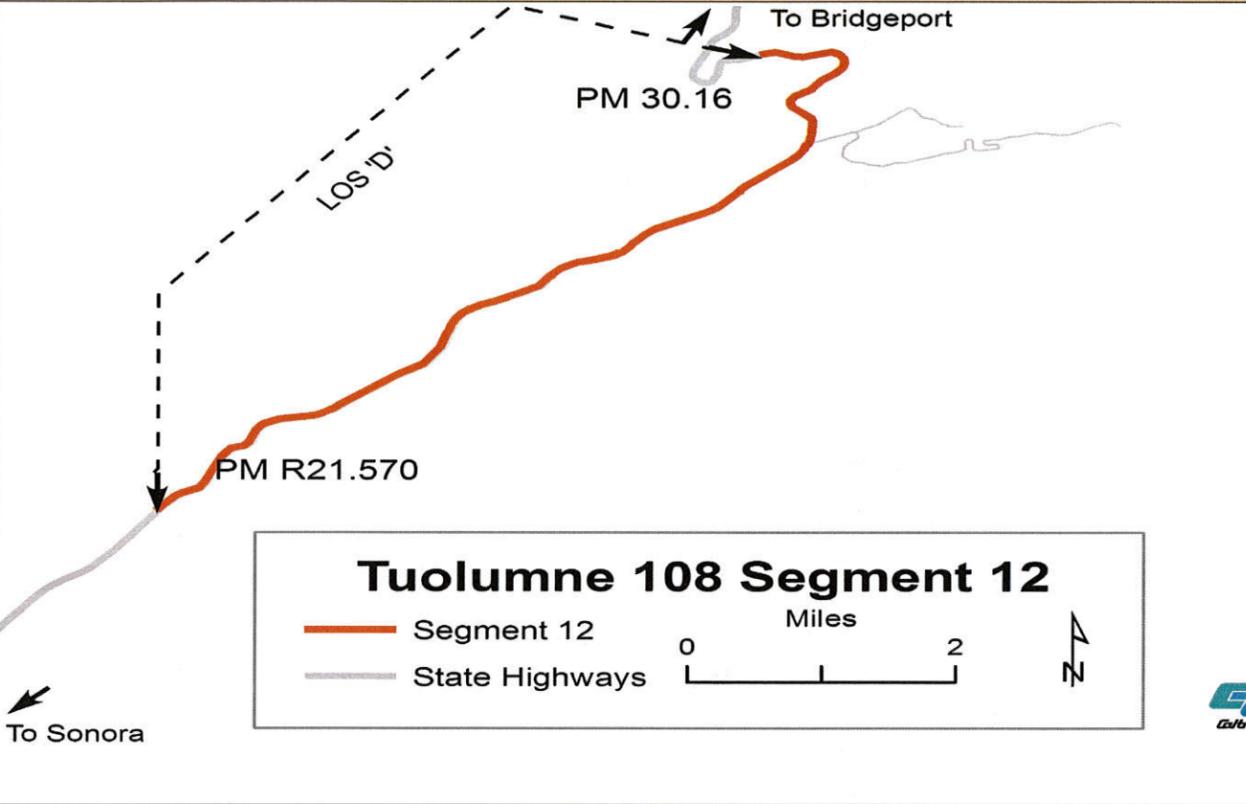
**Comments:**

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 12

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 12



<b>Description:</b> Stoddard Springs Road to Pinecrest Lake Road			
<b>Post Mile:</b>	R21.570/30.16	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	8.590	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	11-12
<b>Terrain:</b>	Mountainous	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	2-14
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
<b>Bridge Needs</b>		<b>Distressed Lane Miles</b>	17.00
<b>Postmile</b>	N/A	<b>Present Serviceability Rating</b>	N/A
<b>Bridge#</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional	<b>Scenic Highway (Eligible)</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access</b>	Terminal Access
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA)</b>	Yes
<b>National Highway System</b>	No	<b>California Legal:</b>	Yes
<b>Freeway Expressway System</b>	Yes	<b>Advisory</b>	No
<b>Strategic Highway Network</b>	No	<b>Additional Restrictions</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Low to Moderate	<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b>	Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional highway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	N/A	D	N/A	D	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	1,020		1,280		1,820	
	5,600		6,970		9,970	
N/A		N/A		N/A		
3.4		3.4		3.4		
2.7		2.7		2.7		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	R21.570/30.16	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
<b>Concept Level of Service:</b>	C
<b>Concept Facility</b> 2030	4 lane expressway
<b>Ultimate Transportation Corridor:</b>	4 lane expressway
<b>Comments:</b>	

Planned Projects		
Post Mile	Location	Description
○		No programmed or planned projects

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

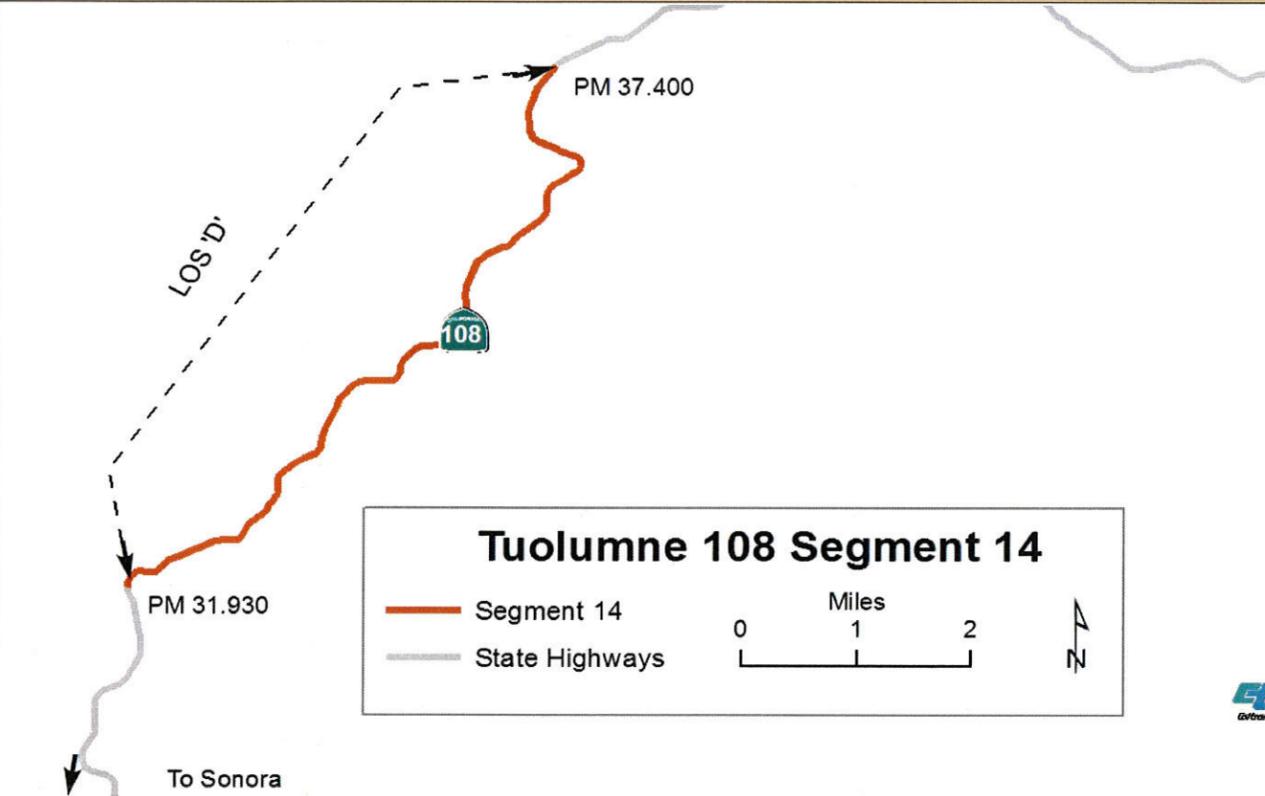
TUOLUMNE COUNTY FACT SHEETS—SEGMENT 13

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT	TUOLUMNE COUNTY	SEGMENT 13																																																																																																						
<p style="text-align: center;"><b>Tuolumne 108 Segment 13</b></p> <p>— Segment 13 — State Highways</p>	<i>Segment Location:</i>																																																																																																							
	<b>Description:</b> Pinecrest Lake Road to E. Old Strawberry Road <b>Post Mile:</b> 30.16/31.930 <b>Length:</b> 1.770 <b>Functional Classification:</b> Minor Arterial		<b>Rural/Urban/Urbanized:</b> Rural <b>Within City Limits:</b> No <b>Local Planning Jurisdiction:</b> Tuolumne County <b>Other Agency/Entity:</b> TCTC																																																																																																					
	<b>Number of Lanes:</b> 2 <b>Terrain:</b> Mountainous <b>Grade %:</b> N/A <b>Accessible to Bicycles:</b> Yes		<b>Lane Width (ft.):</b> 11-12 <b>Right of Way Width (ft.):</b> N/A <b>Shoulder Width (ft.):</b> 2 <b>Median Width (ft.):</b> 0 <b>Distressed Lane Miles:</b> N/A <b>Present Serviceability Rating:</b> N/A																																																																																																					
	<b>Postmile:</b> N/A <b>Bridge#:</b> N/A <b>Bridge Name:</b> N/A		<b>Bridge Needs:</b> <b>Postmile:</b> N/A <b>Bridge#:</b> N/A <b>Bridge Name:</b> N/A																																																																																																					
	<b>Functional Classification:</b> Minor Arterial <b>Facility Type:</b> Conventional <b>Interregional Road System:</b> Yes <b>High Emphasis Route:</b> No <b>Focus Route/Gateway Route:</b> No <b>National Highway System:</b> No <b>Freeway Expressway System:</b> Yes <b>Strategic Highway Network:</b> No <b>Freeway Agreement:</b> No		<b>Route Designations:</b> <b>Scenic Highway (Designated):</b> No <b>Scenic Highway (Eligible):</b> Yes <b>Trucking Network:</b> <b>National Network, Terminal Access:</b> No <b>Surface Transportation Assistance Act (STAA):</b> No <b>California Legal:</b> Yes <b>Advisory:</b> No <b>Additional Restrictions:</b> No <b>Access to Intermodal Freight Facility:</b> No																																																																																																					
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TUOLUMNE COUNTY FACT SHEETS—SEGMENT 14

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY SEGMENT 14



<b>Description:</b> E. Old Strawberry Road to First Road Closure Gate			
<b>Post Mile:</b>	31.930/37.400	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	5.470	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	11
<b>Terrain:</b>	Mountainous	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	2
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
<b>Bridge Needs</b>		<b>Distressed Lane Miles</b>	N/A
<b>Postmile</b>	N/A	<b>Present Serviceability Rating</b>	N/A
<b>Bridge#</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional	<b>Scenic Highway (Eligible)</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access</b>	No
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA)</b>	No
<b>National Highway System</b>	No	<b>California Legal:</b>	No
<b>Freeway Expressway System</b>	Yes	<b>Advisory</b>	Yes KPRA = 30 ft.
<b>Strategic Highway Network</b>	No	<b>Additional Restrictions</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Moderate	<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b>	Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional highway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Volume:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of ADT:</b> <b>Peak Hour % of Trucks:</b>	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	N/A	D	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	2,375	950	2,450	1,140	2,920	1,170
2009		2010		2011		
N/A	N/A	N/A	N/A	N/A	N/A	
Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.						

Existing Transportation Network							
Bicycle Facility		Airports		Intermodal Commuter Facilities		Intermodal Freight Facilities	
Yes/No	Yes	Yes/No	No	Yes/No	No	Yes/No	No
PM	31.930/37.400	PM		PM		PM	
Location	On Route	Location		Location		Location	
Class	III						
LOS	N/A						
Pedestrian Facility		Park and Rides		Freight Distribution		Transit Bus	
Yes/No	No	Yes/No	No	Yes/No	No	Yes/No	No
PM		PM		PM		PM	
Location		Location		Location		Location	
LOS							

Segment Route Concept	
<b>Concept Level of Service:</b>	C
<b>Concept Facility</b> 2030	2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

Planned Projects		
Post Mile	Location	Description
○		No programmed or planned projects

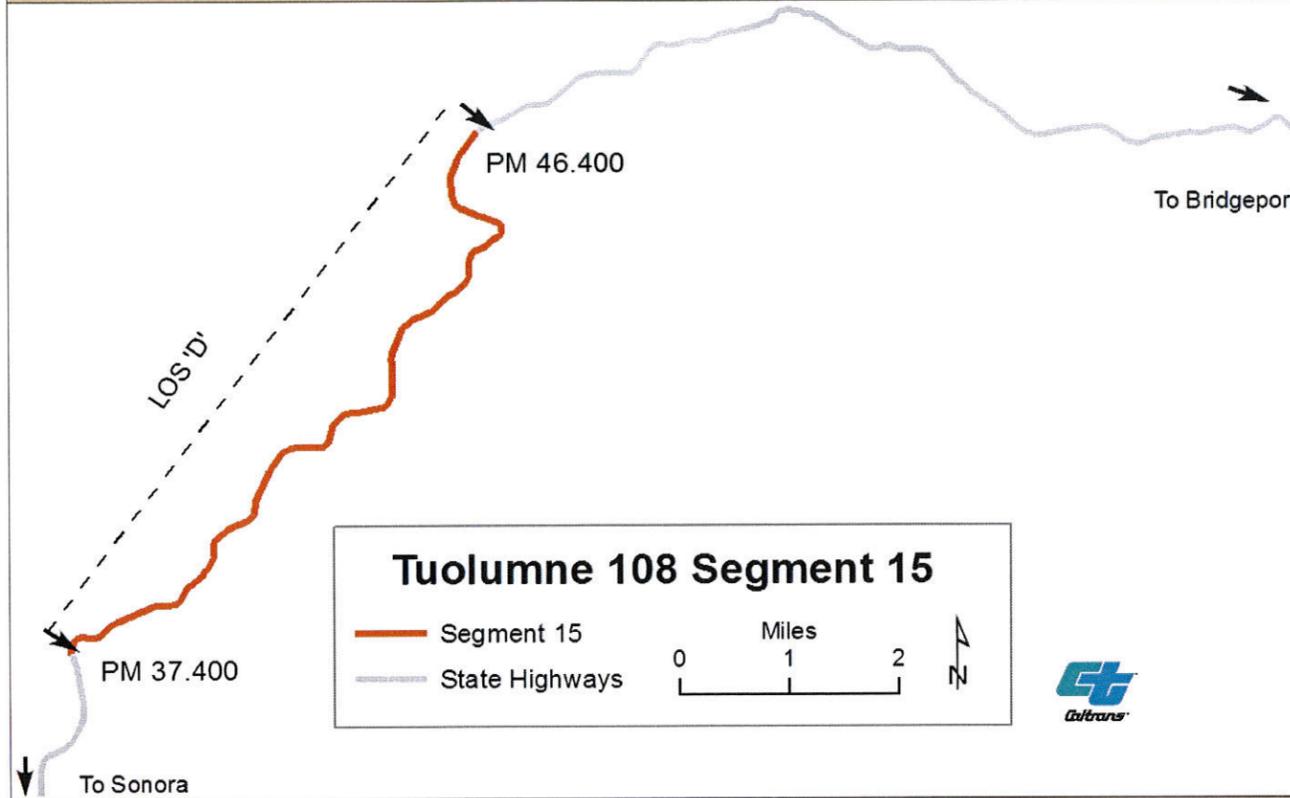
Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 15

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 15



<b>Description:</b> First Closure Gate to Donnell Rest Area			
<b>Post Mile:</b>	37.400/46.400	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	9.000	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	11-14
<b>Terrain:</b>	Mountainous	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	2
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
		<b>Distressed Lane Miles:</b>	N/A
		<b>Present Serviceability Rating:</b>	N/A
<b>Bridge Needs</b>			
<b>Postmile:</b>	N/A		
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional	<b>Scenic Highway (Eligible):</b>	Yes
<b>Interregional Road System:</b>	Yes		
<b>High Emphasis Route:</b>	No		
<b>Focus Route/Gateway Route:</b>	No		
<b>National Highway System:</b>	No		
<b>Freeway Expressway System:</b>	Yes		
<b>Strategic Highway Network:</b>	No		
<b>Freeway Agreement:</b>	No		
<b>Trucking Network</b>			
		<b>National Network, Terminal Access:</b>	No
		<b>Surface Transportation Assistance Act (STAA):</b>	No
		<b>California Legal:</b>	No
		<b>Advisory:</b>	Yes KPRA = 30 ft.
		<b>Additional Restrictions:</b>	No
		<b>Access to Intermodal Freight Facility:</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Moderate	<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b>	Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

Travel Forecast Data						
Posted Speed: 55 MPH Existing Facility: 2 lane conventional highway Level of Service: Volume/Capacity: Average Daily Traffic: Peak Hour Volume: Peak Hour Directional Split: Truck Volume % of Total ADT: Peak Hour % of Trucks:	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
	D	N/A	D	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	2,050		2,450		3,680	
950		1,140		1,470		
N/A		N/A		N/A		
3.0		3.0		3.0		
2.4		2.4		2.4		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

Existing Transportation Network			
Bicycle Facility	Airports	Intermodal Commuter Facilities	Intermodal Freight Facilities
Yes/No Yes PM Location On Route Class III LOS N/A	Yes/No No PM Location	Yes/No No PM Location	Yes/No No PM Location
Pedestrian Facility	Park and Rides	Freight Distribution	Transit Bus
Yes/No No PM Location LOS	Yes/No No PM Location	Yes/No No PM Location	Yes/No No PM Location

Segment Route Concept	
<b>Concept Level of Service:</b>	C
<b>Concept Facility</b>	2030 2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

Planned Projects		
Post Mile	Location	Description
○		No programmed or planned projects

Intelligent Transportation System (ITS) Elements & Detection			
Postmile	ITS Element	Status	Direction
	Consult CSMP		

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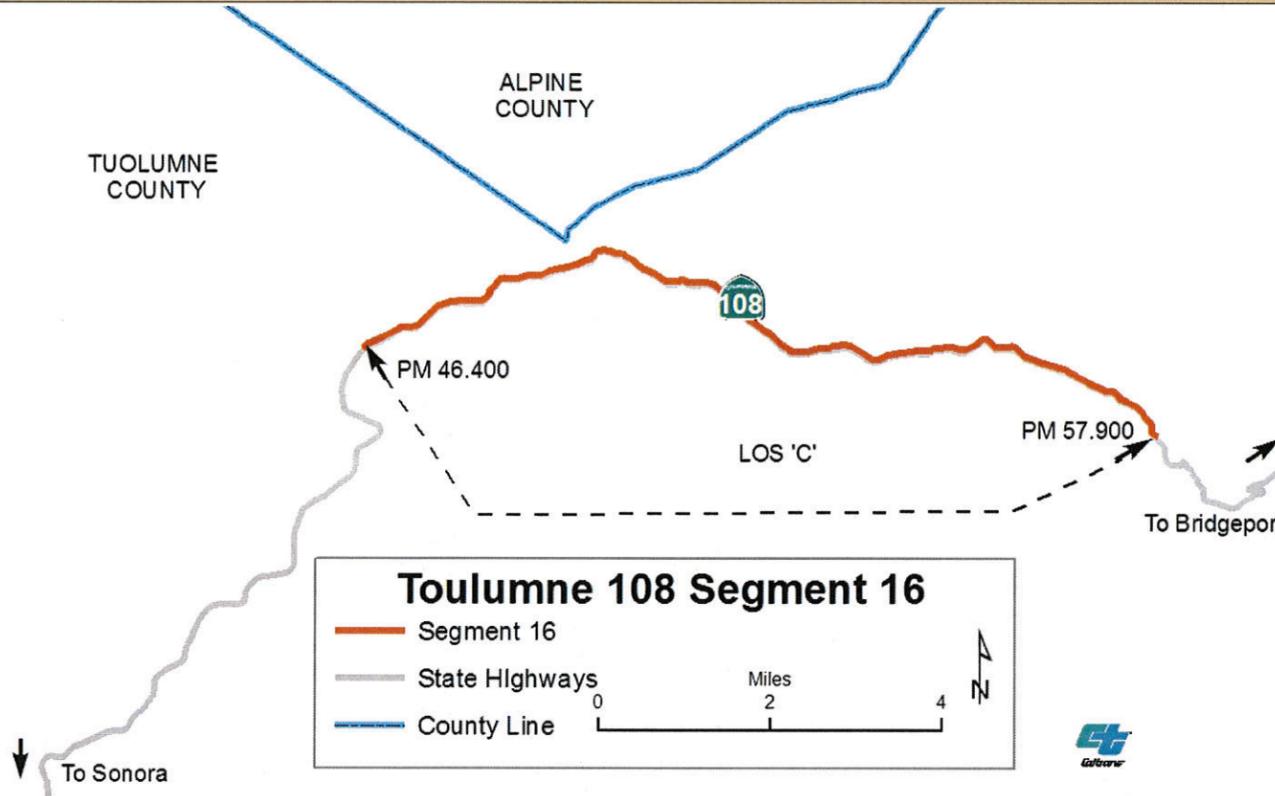
Comments:

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 16

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT

TUOLUMNE COUNTY

SEGMENT 16



<b>Description:</b> Donnell Rest Area to Kennedy Meadows			
<b>Post Mile:</b>	46.400/57.900	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	11.500	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	14
<b>Terrain:</b>	Mountainous	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	2
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
<b>Bridge Needs</b>		<b>Distressed Lane Miles:</b>	N/A
<b>Postmile:</b>	N/A	<b>Present Serviceability Rating:</b>	N/A
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional	<b>Scenic Highway (Eligible):</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access:</b>	No
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA):</b>	No
<b>National Highway System:</b>	No	<b>California Legal:</b>	No
<b>Freeway Expressway System:</b>	Yes	<b>Advisory:</b>	Yes KPRA = 30 ft.
<b>Strategic Highway Network:</b>	No	<b>Additional Restrictions:</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility:</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Moderate	<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b>	Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA
<b>Air Quality</b>			
<b>Ozone:</b>	Eight hour non-attainment	<b>Particulate Matter 10 m:</b>	Unclassified--Attainment
		<b>Particulate Matter 2.5 m:</b>	Unclassified--Attainment
		<b>Carbon Monoxide:</b>	Unclassified--Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 55 MPH	2008		2015		2030	
	HCS	LOSPLAN	HCS	LOSPLAN	HCS	LOSPLAN
<b>Existing Facility:</b> 2 lane conventional highway	C	N/A	C	N/A	C	N/A
<b>Level of Service:</b>	N/A	N/A	N/A	N/A	N/A	N/A
<b>Volume/Capacity:</b>						
<b>Peak Hour Volume:</b>	390		480		680	
<b>Average Daily Traffic:</b>	1,210		1,490		2,120	
<b>Peak Hour Directional Split:</b>	N/A		N/A		N/A	
<b>Truck Volume % of ADT:</b>	2.8		2.8		2.8	
<b>Peak Hour % of Trucks:</b>	2.2		2.2		2.2	

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>		<b>Airports</b>	
Yes/No	Yes	Yes/No	No
PM	46.400/57.900	PM	
Location	On Route	Location	
Class	III		
LOS	N/A		
<b>Pedestrian Facility</b>		<b>Park and Rides</b>	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	
LOS			
<b>Intermodal Commuter Facilities</b>		<b>Intermodal Freight Facilities</b>	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	
<b>Freight Distribution</b>		<b>Transit Bus</b>	
Yes/No	No	Yes/No	No
PM		PM	
Location		Location	

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b>	C
<b>Concept Facility 2030:</b>	2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

<b>Planned</b> <b>Programmed Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>
○		No programmed or planned projects

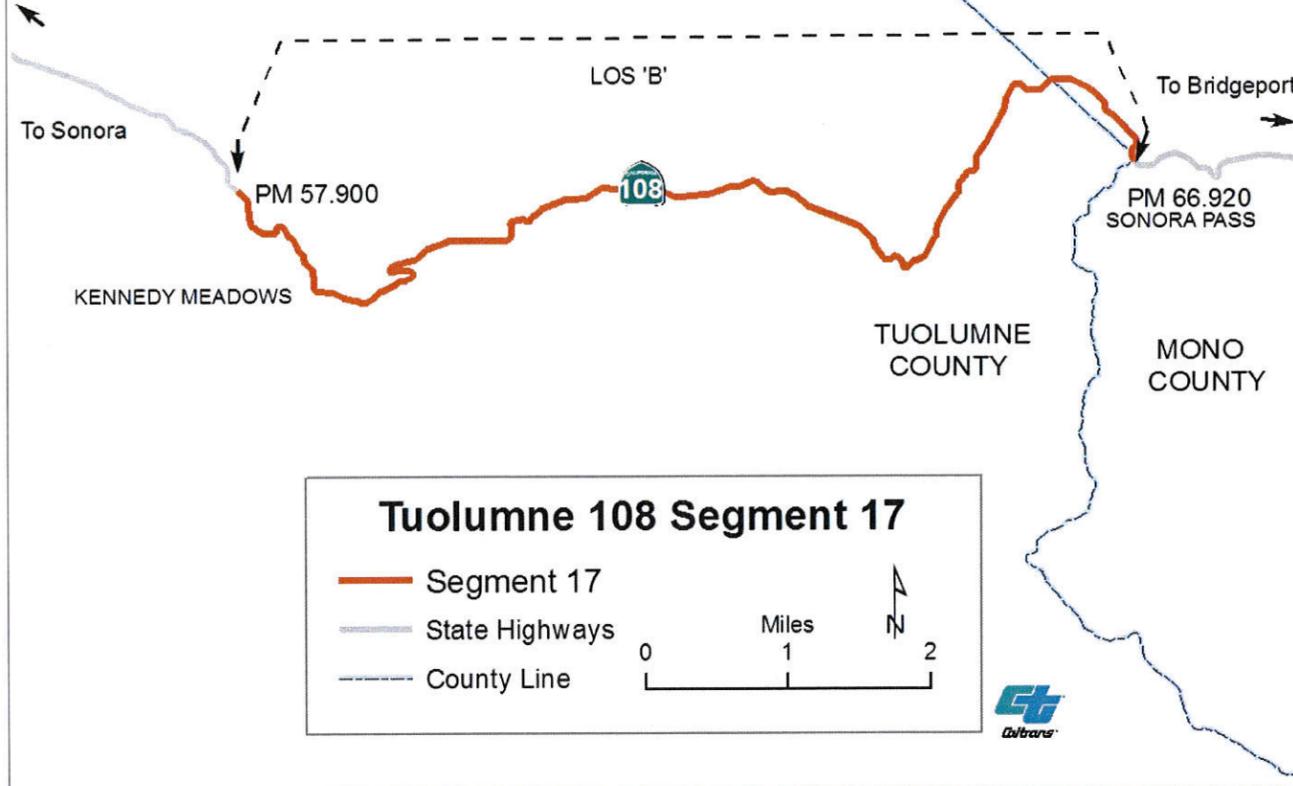
<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Comments:**

TUOLUMNE COUNTY FACT SHEETS—SEGMENT 17

STATE ROUTE 108 TRANSPORTATION CONCEPT REPORT TUOLUMNE COUNTY SEGMENT 17



<b>Description:</b> Kennedy Meadows to Sonora Pass			
<b>Post Mile:</b>	57.900/66.920	<b>Rural/Urban/Urbanized:</b>	Rural
<b>Length:</b>	9.020	<b>Within City Limits:</b>	No
<b>Functional Classification:</b>	Minor Arterial	<b>Local Planning Jurisdiction:</b>	Tuolumne County
		<b>Other Agency/Entity:</b>	TCTC
<b>Roadbed Information (approximate)</b>			
<b>Number of Lanes:</b>	2	<b>Lane Width (ft.):</b>	8-14
<b>Terrain:</b>	Mountainous	<b>Right of Way Width (ft.):</b>	N/A
<b>Grade %:</b>	N/A	<b>Shoulder Width (ft.):</b>	2
<b>Accessible to Bicycles:</b>	Yes	<b>Median Width (ft.):</b>	0
		<b>Distressed Lane Miles:</b>	N/A
		<b>Present Serviceability Rating:</b>	N/A
<b>Bridge Needs</b>			
<b>Postmile:</b>	N/A		
<b>Bridge#:</b>	N/A		
<b>Bridge Name:</b>	N/A		
<b>Route Designations</b>			
<b>Functional Classification:</b>	Minor Arterial	<b>Scenic Highway (Designated):</b>	No
<b>Facility Type:</b>	Conventional	<b>Scenic Highway (Eligible):</b>	Yes
<b>Interregional Road System:</b>	Yes	<b>Trucking Network</b>	
<b>High Emphasis Route:</b>	No	<b>National Network, Terminal Access:</b>	No
<b>Focus Route/Gateway Route:</b>	No	<b>Surface Transportation Assistance Act (STAA):</b>	No
<b>National Highway System:</b>	No	<b>California Legal:</b>	No
<b>Freeway Expressway System:</b>	Yes	<b>Advisory:</b>	Yes KPRA = 30 ft.
<b>Strategic Highway Network:</b>	No	<b>Additional Restrictions:</b>	No
<b>Freeway Agreement:</b>	No	<b>Access to Intermodal Freight Facility:</b>	No
<b>Environmental Status</b>			
<b>Degree of Impact</b>		<b>Degree of Impact</b>	
<b>Flood Plains:</b>	N/A	<b>Cultural Resources:</b>	High
<b>Wetlands:</b>	Moderate	<b>Leaking Underground Tanks:</b>	Low
<b>Special Status Species:</b>	Moderate	<b>Possible Hazardous Waste:</b>	Moderate--lead/NOA
<b>Air Quality</b>			
<b>Ozone</b>	<b>Particulate Matter 10 m</b>	<b>Particulate Matter 2.5 m</b>	<b>Carbon Monoxide</b>
Eight hour non-attainment	Unclassified--Attainment	Unclassified--Attainment	Unclassified--Attainment

<b>Travel Forecast Data</b>						
<b>Posted Speed:</b> 55 MPH <b>Existing Facility:</b> 2 lane conventional highway <b>Level of Service:</b> <b>Volume/Capacity:</b> <b>Peak Hour Volume:</b> <b>Average Daily Traffic:</b> <b>Peak Hour Directional Split:</b> <b>Truck Volume % of Total ADT:</b> <b>Peak Hour % of Trucks:</b>	<b>2008</b>		<b>2015</b>		<b>2030</b>	
	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>	<b>HCS</b>	<b>LOSPLAN</b>
	B	N/A	B	N/A	C	N/A
	N/A	N/A	N/A	N/A	N/A	N/A
	230		270		380	
670		900		1,090		
N/A		N/A		N/A		
2.8		2.8		2.8		
2.2		2.2		2.2		

Level of Service (LOS) calculated using Highway Capacity Software (HCS+T7F) and Florida Department of Transportation HIGHPLAN 2009 Multilane and Two-Lane Highway Level of Service. Analysis for Conceptual Planning and Preliminary Engineering Version Data: 7/17/2010. All LOS reflects vehicles only. LOS does not reflect multi modal at this time.

<b>Existing Transportation Network</b>			
<b>Bicycle Facility</b>	<b>Airports</b>	<b>Intermodal Commuter Facilities</b>	<b>Intermodal Freight Facilities</b>
Yes/No: Yes	Yes/No: No	Yes/No: No	Yes/No: No
PM: 57.900/66.920	PM:	PM:	PM:
Location: On Route	Location:	Location:	Location:
Class: III			
LOS: N/A			
<b>Pedestrian Facility</b>	<b>Park and Rides</b>	<b>Freight Distribution</b>	<b>Transit Bus</b>
Yes/No: No	Yes/No: No	Yes/No: No	Yes/No: No
PM:	PM:	PM:	PM:
Location:	Location:	Location:	Location:
LOS:			

<b>Segment Route Concept</b>	
<b>Concept Level of Service:</b>	C
<b>Concept Facility:</b>	2030 2 lane expressway
<b>Ultimate Transportation Corridor:</b>	2 lane expressway
<b>Comments:</b>	

<b>Planned Projects</b>		
<b>Post Mile</b>	<b>Location</b>	<b>Description</b>
○		No programmed or planned projects

<b>Intelligent Transportation System (ITS) Elements &amp; Detection</b>			
<b>Postmile</b>	<b>ITS Element</b>	<b>Status</b>	<b>Direction</b>
	Consult CSMP		

Note: This information is for overview purposes only and does not replace a full report from Right of Way, Environmental, or any other Branch or Division.

**Comments:**

## APPENDIX A: GLOSSARY

**Annual Average Daily Traffic (AADT):** AADT consists of Caltrans, District 10 annual traffic counts as measured at approved count station locations.

**ARTPLAN:** A modeling software incorporating several of the HCM equations to characterize the function and the performance of urban streets (typically where peak traffic volumes exceed lane capacity, multiple signalized intersections, with high pedestrian and bicycle use).

**Bicycle Routes:** Refers to travelways specific to users employing bicycles. There are three general classifications: 'III'--bicycles share street with automobiles without separation; 'II'--bicycles share street within their own designated lane; and 'I'--bicycles travel independent of automobile traffic, often sharing right of way with pedestrians or equestrians.

**California Environmental Quality Act (CEQA):** Passed in 1971, CEQA provides the framework in which undertakings that may affect the environment are evaluated and if found to be adverse are to be mitigated for, as part of the governmental decision making process. For local governments, implementation of general plans and land use designations became a requirement and a bench mark for which changes in zoning or land uses could be assessed.

**Census Designation:** The designation of *rural* (population below 5,000), or *urbanized* (population between 5,000 and 50,000), or *urban* (populations of 50,000 or greater) highways are obtained from the California Road System Maps published by FHWA, based upon census designed urbanized areas, and urbanized clusters. The most recent version dates from 2007.

**Concept Facility:** Highway facility that best maintains the concept LOS at the end of the twenty year planning period.

**Concept Level of Service:** See *Level of Service*.

**Conventional Highway:** Highway which permits direct access by both road intersections and driveways.

**Distressed Lane Miles:** Highway lane miles which have degraded below a specified threshold which puts it in a category where resurfacing or other road work will be needed to attain the standard quality of roadway condition.

**Expressway:** Highway, usually an arterial, typically with access limited to at grade road intersections.

**Federal Highway System:** Designated by the Federal Highway Administration, these segments of state highways serve to either support interstate

commerce, national defense, or other responsibilities of the federal government. As such they are eligible for federal funding, and subject to the National Environmental Policy Act (NEPA).

**FREEPLAN:** A modeling software incorporating several of the HCM equations for characterizing freeway function and performance. The software establishes level of service and service volumes for designated freeway segments.

**Freeway:** A divided arterial highway with full access control and grade separations at intersections.

**Focus Route:** See *Interregional Road System*.

**Highway Capacity Manual (HCM):** Published by the National Research Council's Transportation Research Board, the HCM is the national standard for methodologies to evaluate and estimate highway performance. Approved software packages developed to reduce the computation effort associated with the HCM are Highway Capacity Software's (HCS) various modules and the FDOT's ARTPLAN, FREEPLAN, and HIGHPLAN. The most recent update of HCM is for 2010, though several of the software interfaces are not yet currently available.

**Highway Capacity Software (HCS):** See *Highway Capacity Manual*.

**High Emphasis Route:** See *Interregional Road System*.

**HIGHPLAN** A modeling software that incorporating several of the HCM equations for characterizing the operation and performance of two-lane and four lane highways. The software calculates level of service and volume to capacity ratios, and may address bicycle LOS.

**Interregional Road System (IRRS):** A State planning effort that emphasized highways within the Freeway and Expressway system that provided network connections to urban places statewide, but were not yet constructed to freeway or expressway standards. The most recent expression of this plan (2013) discussed Focus and High Emphasis routes, and established short term and long term improvements for these specific routes.

**Level:** See *Terrain*.

**Level of Service (LOS):** A qualitative performance measure that describes the perception of the commuter (driver, bicyclist, pedestrian, transit) of the operational conditions within a traffic stream on a highway segment. Generally scaled in a range from A through F, and historically as a performance measure for automobiles, the LOS targets optimal utility expressed as the

*concept* LOS (C for rural highways on the IRRS, D for urban highways on the IRRS and all routes not on the IRRS). Although the current version of the Highway Capacity Manual includes LOS calculations for users other than drivers, standards have yet to be established by the State.

**LOSPLAN:** FDOT's LOS software developed as a Quality/level of service application. The application employs the 2000 HCM methodologies for automobiles and other leading methodologies for the bicycle, pedestrian, and bus modes to compute quality/LOS for planning and preliminary engineering. The software includes ARTPLAN, FREEPLAN, and HIGHPLAN options for multi-model analysis of arterials, freeways and two-lane highways.

**Mountainous:** See *Terrain*.

**National Environmental Policy Act (NEPA):** Established in 1971, this environmental policy applies to federal undertakings or efforts that have a federal nexus. Federal agencies were tasked to develop policies and standards to evaluate and assess the environmental impacts of federal undertakings, while the Act established general policies regarding public notification and report standards.

**Peak Hour Traffic Volume:** Refers to the period in which the highest traffic volume travels along a highway segment.

**Present Serviceability Rating (PSR):** A five point scale for characterizing pavement condition, with 5 being excellent. PSR is employed as an input to characterize bicycle LOS.

**Rolling:** See *Terrain*.

**Rural:** See *Census Designation*.

**Surface Transportation Assistance Act (STAA):** Federal highway legislation that included federal design standards and requirements for trucks (see Truck Routes).

**Terrain:** Refers to topography specific to its affect on trucks and other heavy vehicle operation (see HCM). Level terrain contains any combination of grades or horizontal or vertical alignments that permit heavy vehicles to maintain the same speed as passenger cars; rolling terrain contains any combination of grades or horizontal or vertical alignments that causes heavy vehicles to reduce their speed substantially below that of passenger car speeds,

## APPENDIX A: GLOSSARY (CONTINUED)

but not to where they crawl for a significant length of time; mountainous terrain is any combination of grades or horizontal or vertical alignment that causes heavy vehicles to operate at crawl speed for significant distances or at frequent intervals. HCM methodologies address highway segments with level or rolling terrain with a set of constant values. Mountainous terrain requires separate upgrade or downgrade analysis, and recommends that any segment with grades between 2 percent and 3 percent with a length of more than half a mile be considered a separate segment.

**Truck Routes:** May refer to either federal standards (contained in STAA) or California standards. Routes with an STAA designation permit travel by tractor trailers with a fifty five foot long trailer, or tandems with trailers no greater than twenty eight and a half feet, while California legal routes permit limit the overall truck length to sixty five feet total for single and seventy five for tandems. Advisory truck routes usually possess highway geometrics that limit truck length for safe operation. Restricted truck routes have legal restrictions on the type of truck or activity.

**Urban:** See *Census Designation*.

**Urbanized:** See *Census Designation*.

## APPENDIX B: ACRONYMS

<b>AB</b>	Assembly Bill	<b>DSMP</b>	District System Management Plan	<b>IGR</b>	Intergovernmental Review
<b>AADT</b>	Annual Average Daily Traffic	<b>DVHD</b>	Daily Vehicle Hours of Delay	<b>IIP</b>	Interregional Improvement Program
<b>ADT</b>	Average Daily Traffic			<b>IRRS</b>	Interregional Road System
<b>ADA</b>	Americans with Disabilities Act of 1990	<b>EB</b>	Eastbound	<b>ISTEA</b>	Intermodal Surface Transportation Efficiency Act
<b>ADL</b>	Aerially Deposited Lead	<b>EEO</b>	Equal Employment Opportunity	<b>IS</b>	Initial Study (CEQA Document)
<b>ADT</b>	Average Daily Traffic	<b>EEM</b>	Environmental Enhancement and Mitigation	<b>IT</b>	Information Technology
		<b>EIR</b>	Environmental Impact Report	<b>ITMS</b>	Intermodal Transportation Management System
<b>BNSF</b>	Burlington Northern and Santa Fe Railroad	<b>EIS</b>	Environmental Impact Statement	<b>ITS</b>	Intelligent Transportation Systems
<b>BTA</b>	Bicycle Transportation Account	<b>EJ</b>	Environmental Justice	<b>ITSP</b>	Interregional Transportation Strategic Plan
		<b>E/O</b>	East Of		
<b>CAWS</b>	Caltrans Automated Warning System	<b>EPA</b>	Environmental Protection Agency	<b>JCT</b>	Junction
<b>CBD</b>	Central Business District	<b>ESA</b>	Environmental Sensitivity Area		
<b>CCAA</b>	California Clean Air Act	<b>EXPW</b>	Expressway	<b>LD IGR</b>	Local Development Intergovernmental Review
<b>CCTV</b>	Closed-Circuit Television			<b>LOS</b>	Level of Service
<b>CEQA</b>	California Environmental Quality Act	<b>FEMA</b>	Federal Emergency Management Administration		
<b>CFR</b>	Code of Federal Regulations	<b>FES</b>	Freeway and Expressway System	<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>CHIN</b>	California Highway Information Network	<b>FHS</b>	Federal Highway System	<b>MAX</b>	Modesto Area Transit
<b>CHP</b>	California Highway Patrol	<b>FHWA</b>	Federal Highway Administration	<b>MOU</b>	Memorandum of Understanding
<b>CIP</b>	Congestion Improvement Program	<b>FSP</b>	Freeway Service Patrol	<b>MPO</b>	Metropolitan Planning Organization
<b>CMAQ</b>	Congestion Mitigation and Air Quality (Improvement Program)	<b>FTA</b>	Federal Transit Administration	<b>MSL</b>	Maintenance Service Level
<b>CMIA</b>	Corridor Mobility Improvement Account	<b>FTIP</b>	Federal Transportation Improvement Program		
<b>CMP</b>	Congestion Management Plan	<b>FY</b>	Fiscal Year	<b>N/A</b>	Not Applicable
<b>CMS</b>	Changeable Message Sign			<b>NB</b>	Northbound
<b>CNDDB</b>	California Natural Diversity Data Base	<b>GMAP</b>	Goods Movement Action Plan	<b>NEPA</b>	National Environmental Policy Act
<b>CO</b>	Carbon Monoxide			<b>NHS</b>	National Highway System
<b>COG</b>	Council of Governments	<b>HAR</b>	Highway Advisory Radio	<b>NOA</b>	Naturally Occurring Asbestos
<b>CSIP</b>	Corridor Safety Improvement Program	<b>HBP</b>	Highway Bridge Program	<b>NTN</b>	National Truck Network
<b>CSMP</b>	Corridor System Management Plan	<b>HC</b>	Hydrocarbons		
<b>CSS</b>	Context Sensitive Solutions	<b>HCM</b>	Highway Capacity Manual	<b>PA&amp;ED</b>	Project Approval and Environmental Document (phase)
<b>CTC</b>	California Transportation Commission	<b>HCS</b>	Highway Capacity Software	<b>PCS</b>	Pavement Condition Survey
<b>CTIS</b>	California Transportation Investment Strategy	<b>HICOMP</b>	State Highway Congestion Monitoring Program	<b>PDT</b>	Project Development Team
		<b>HOV</b>	High Occupancy Vehicle	<b>PeMS</b>	Performance Measurement System (Detection)
<b>DBE</b>	Disadvantaged Business Enterprise			<b>PHV</b>	Peak Hour Volume
<b>DOT</b>	Department of Transportation	<b>I/C</b>	Interchange	<b>PM</b>	Post Mile
		<b>ICES</b>	Inter-modal Corridor of Economic Significance	<b>PM-2.5</b>	Particulate Matter (2.5 micron diameter)

## APPENDIX B: ACRONYMS (CONTINUED)

<b>PM 10</b>	Particulate Matter (10 micron diameter)	<b>STIP</b>	State Transportation Improvement Program
<b>PR</b>	Project Report	<b>STRAHNET</b>	Strategic Highway Network
<b>PS&amp;E</b>	Plans, Specifications and Estimates	<b>STRAIN</b>	Structures Replacement and Improvement Needs
<b>PSR</b>	Present Serviceability Rating or Project Study Report		
		<b>TA</b>	Terminal Access
<b>RIP</b>	Regional Improvement Plan	<b>TASAS</b>	Traffic Accident Surveillance and Analysis System
<b>RPA</b>	Rural Planning Assistance	<b>TBD</b>	To Be Determined
<b>RSTP</b>	Regional Surface Transportation Program	<b>TCR</b>	Transportation Concept Report
<b>RT</b>	Regional Transit	<b>TCRP</b>	Traffic Congestion Relief Program
<b>RTE</b>	Route	<b>TCTC</b>	Tuolumne County Transportation Commission
<b>RTIP</b>	Regional Transportation Improvement Plan	<b>TDA</b>	Transportation Development Act
<b>RTIF</b>	Regional Transportation Impact Fee	<b>TDM</b>	Travel Demand Model
<b>RTL</b>	Ready to List	<b>TEA-21</b>	Transportation Equity Act of the 21st Century
<b>RTP</b>	Regional Transportation Plan	<b>TIF</b>	Transportation Impact Fee
<b>RTPA</b>	Regional Transportation Planning Agency	<b>TIP</b>	Transportation Improvement Plan
<b>R/W</b>	Right of Way	<b>TMC</b>	Transportation Management Center
		<b>TMP</b>	Transportation Management Plan
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users	<b>TMS</b>	Traffic Monitoring Station/Transportation Management System
<b>SB</b>	Southbound, Senate Bill	<b>TOS</b>	Traffic Operations System
<b>SGP</b>	Strategic Growth Plan	<b>TPA</b>	Transportation Planning Agency
<b>SHOPP</b>	State Highway Operations Protection Program	<b>TSDP</b>	Transportation System Development Plan
<b>SHC</b>	California Streets & Highways Code	<b>TSI</b>	Transportation System Information
<b>SHS</b>	State Highway System	<b>TSM</b>	Transportation System Management
<b>SIP</b>	State Implementation Plan		
<b>SJV</b>	San Joaquin Valley	<b>UAPCD</b>	Unified Air Pollution Control Districts
<b>SJVUAPCD</b>	San Joaquin Valley Unified Air Pollution Control District	<b>UC</b>	Under-crossing
<b>S/O</b>	South Of	<b>UPRR</b>	Union Pacific Railroad
<b>SOP</b>	Status of Projects	<b>UTC</b>	Ultimate Transportation Corridor
<b>SOV</b>	Single Occupancy Vehicle		
<b>SPRR</b>	Southern Pacific Railroad	<b>V/C</b>	Volume to Capacity
<b>SR</b>	State Route	<b>VMT</b>	Vehicle Miles Traveled
<b>STAA</b>	Surface Transportation Assistance Act		
<b>STANCOG</b>	Stanislaus Council of Governments	<b>WB</b>	Westbound
<b>StaRTD</b>	Stanislaus Rapid Transit District	<b>W/O</b>	West Of



