

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 25, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: **NOTICE OF INTENTION TO CONSIDER RESCINDING FREEWAY ADOPTION
10-STA-120 PM 3.0/R13.3
RESOLUTION NIU 12-01**

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) is the Notice of Intention to Consider Rescinding Freeway Adoption Resolution NIU 12-01 and a request to allocate funds to an alternative project. The California Department of Transportation (Department) recommends that the Commission approve Resolution NIU 12-01 to initiate recycling procedures to consider rescinding a portion of the freeway adoption for the State Highway Route 120 in the county of Stanislaus from Valley Home Road to 2.8 miles east of Lancaster Road in accordance with the recommendation of the Acting Chief Engineer.

ISSUE:

This report describes the current status of the unconstructed freeway and summarizes the support from the local agencies to rescind the proposed bypass and allocates funds to an alternative project. The procedures for recycling, notifying the Commission's intention to consider rescinding a freeway route adoption and disposing of acquired right of way, were established by the Commission in Resolution No. G-15 which was adopted on November 17th, 1978 and amended on February 29th, 1980. The allocation of funds is pursuant to Government Code Section 14528.7 which allows the submittal of an alternative state highway project proposal with the resolution. According to the Resolution, the recycling process cannot be initiated without consent from the Commission. With the Commission's approval of Resolution NIU 12-01, the Department will notify all affected local, regional and State agencies of the rescission proposal, and ask the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision.

Recommended by: _____
ROBERT PIEPLOW
Acting Chief Engineer

BACKGROUND:

A decade ago a consensus was reached to construct a freeway on a new alignment along State Route (SR) 120 to bypass the City of Oakdale, also known as the Oakdale Bypass/Expressway. On December 11, 2002, the Commission adopted the current SR 120 corridor. Numerous parcels, but not all, were purchased to obtain the necessary right of way for the adopted State Highway Route (SR) 120 Oakdale Bypass. Since that time, a lack of funding and changing traffic patterns has resulted in a community and Department agreement to drop the pursuit of the Oakdale Bypass in favor of an alternative route. Consequently, the Department is proposing to rescind the SR 120 freeway route adoption, from Valley Home Road to a point approximately 2.8 miles east of Lancaster Road in Stanislaus County. With the approval of the route rescission, the Department will proceed with the clearance and disposal process for the right of way parcels previously purchased for the Oakdale Bypass.

In the late 1960's, the California Highway Commission adopted SR 120 between SR 5 in San Joaquin County and the four-lane expressway section in Tuolumne County.

Existing SR 120 is a major east/west route that begins east of Tracy at its junction with SR 5 (Interstate 5), extending eastward through Manteca, Escalon, Oakdale, and Yosemite National Park, ending in the Community of Benton near the California/Nevada border. SR 120 meets with SR 108 in downtown Oakdale and continues east toward SR 49 as a coincident routing for both Routes 120 and SR 108 for approximately 25 miles until separating just west of the City of Sonora in Tuolumne County. SR 120 and SR 108 are the main routes to the fast growing Tuolumne County, carrying a diverse mixture of commercial, agricultural, recreational, commuter, truck and local traffic.

Traffic on both SR 120 and SR 108 into and through Oakdale has been growing for several decades which led to a growing traffic congestion problem. The Department and the local community have been struggling to address it for many years. Congestion is most severe on weekends due to recreational traffic traveling to Yosemite National Park, the Jamestown and Sonora areas, and points east. The elevated interregional traffic demand often conflicts with local demand resulting in congestion, increased noise and air pollution. The area most severely affected is at the junction of SR 120 and SR 108 (Yosemite Avenue and F Street) in downtown Oakdale where the level of service in 2001 was classified as "F", representing heavily congested traffic with long delays. The level of service was projected to continue to degrade to 'very high delays' by the year 2020 in the absence of any system improvements.

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

In 1990, a Value Engineering study for the SR 120 Oakdale Bypass project identified a need to further study the development of a SR 108 southern bypass as well as the need for the SR 120 Oakdale Bypass itself. The Department and local entities identified the preferred alternative for the Oakdale Bypass as a northern corridor expressway starting across the Stanislaus River near Twenty Six Mile Road and ending eight miles east of Oakdale. The SR 120 Oakdale Bypass was adopted by the Commission in 2002.

During this same time period, changing traffic patterns in Stanislaus County were fostering a growing realization that a southern bypass of Riverbank and Oakdale (i.e. the NCC) was in critical need and should perhaps be given a higher priority than the northern Oakdale Bypass. As a result, StanCOG, the Cities of Modesto, Riverbank, and Oakdale, and the County of Stanislaus identified the NCC as a priority corridor. In 2007, following several years of project delay due to inadequate funding of the Oakdale Bypass, the Commission redirected the Oakdale Bypass project Interregional Transportation Improvement Program (ITIP) funds under the authority of the resolution approving the 2006 State Transportation Improvement Program (STIP) Augmentation, with the understanding these funds would be restored to a viable replacement project in the future.

The three cities and county formulated a Joint Powers Authority referred to as the North County Corridor Transportation Expressway Authority (NCCTEA), executed in 2008. The NCCTEA remained committed to the development of a multi-modal transportation corridor with regional and interregional significance between SR 99 and SR 120. Two studies were completed to document the feasibility, scope, and funding needs for the NCC project. The NCC Feasibility Study was completed in January 2008. In February 2008, the Department provided documentation in support of a corridor solution and to remain committed to providing ITIP funds in the future once an ITIP eligible project was identified. As a result, in April 2008, StanCOG completed the NCC Preliminary Design Report. In May 2008, the Commission deleted all programming from the Oakdale Bypass project under the authority of Resolution G-08-08 approving the 2008 STIP adoption and recognizing the NCC project as the viable replacement project. In May 2010, the Commission approved the Route Adoption of the NCC SR 108 East under authority of Resolution HRA 10-02 and HRA 10-03.

The NCCTEA is proposing that the sales of these excess lands be used on the North County Corridor project. There are 13 parcels totally approximately 50 acres that will need to be disposed of as excess lands. This is consistent with Government Code Section 14528.8 which requires that proceeds from the sale shall be allocated for expenditure by the Department to fund the alternative state highway project being proposed (NCC project).

The 2011 Regional Transportation Plan adopted by StanCOG indicates that initial portions of the NCC project will be in construction by the year 2020.

Rescission of the adopted SR 120 Oakdale Bypass is appropriate for several reasons. The route segment is not needed for system continuity. Traffic patterns for the area have changed over the last decade. The Department and its local partners have identified a viable alternative to replace this route segment and have begun development of that alternative. The SR 120 Oakdale bypass project is not currently funded since the Commission rescinded funding programming for this project and there are no plans to build this project. With the Commission's approval of the route rescission, the Department can dispose of the properties that are no longer needed for the bypass project. Therefore, the Department recommends the route adoption be rescinded immediately.

With the Commissions' approval of Resolution NIU 12-01, the Department will notify all affected local and regional agencies of the rescission proposal and ask the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision. The Department will also notify the State Clearinghouse so that other State agencies may be notified. Following a 60-day comment period, a follow up meeting will be scheduled with the Commission to present the Department's recommendation for final disposition.

Attachments

Resolution NIU 12-01
Vicinity Map
Rescission map

CALIFORNIA TRANSPORTATION COMMISSION

**Notice of Intention to Consider Rescinding Freeway Adoption
10-Sta-120 PM 3.0/R13.3**

Resolution NIU 12-01

WHEREAS, a location for State Highway Route 120 was previously adopted and declared a freeway on December 11, 2002, between Valley Home Road and 2.8 miles east of Lancaster Road in Stanislaus County; and

WHEREAS, the aforementioned freeway portion of SR 120, also known as the Oakdale Bypass, will not be constructed as a State highway within the foreseeable future because of lack of operational need, local support and funding; and

WHEREAS, in May 2008, the California Transportation Commission (Commission) deleted all programming from the Oakdale Bypass project and redirected the Interregional Transportation Improvement Program funds to the North County Corridor (NCC) SR 108 project recognizing it as the viable replacement project; and

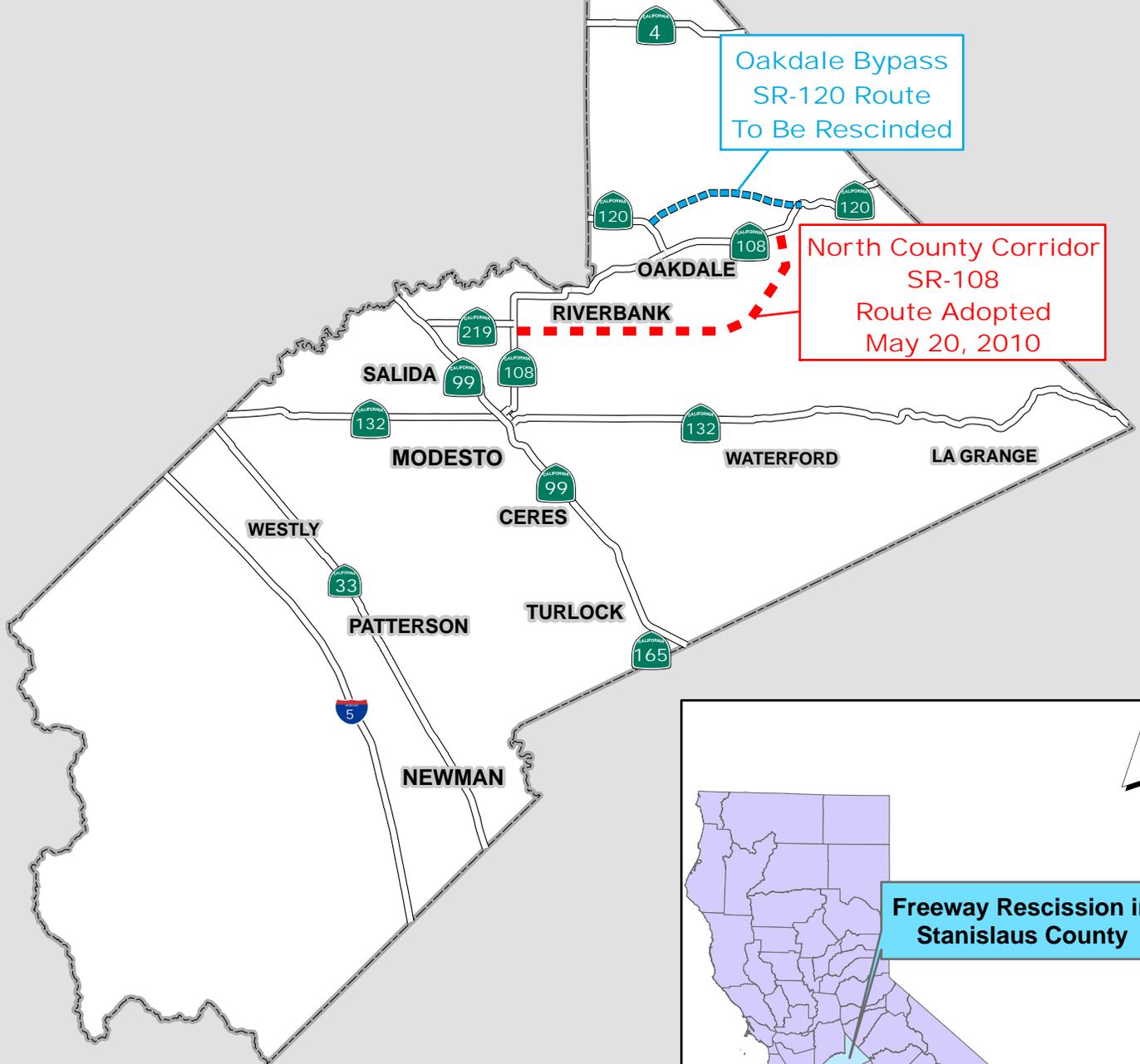
WHEREAS, the NCC freeway route adoption was adopted by the Commission on May 20, 2010, to bypass the Cities of Riverbank and Oakdale; and

WHEREAS, retention of the SR 120 freeway adoption may not be desirable and would subject the Commission to possible future expense for acquisition and maintenance of property or future expense for acquisition of property on a hardship basis; and

WHEREAS, there is excess rights of way to dispose of.

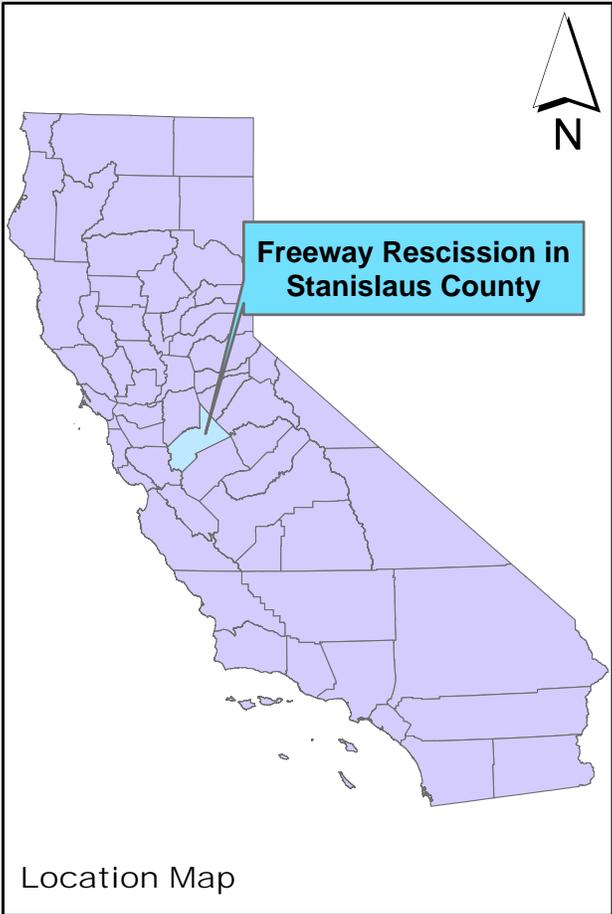
NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize and direct the California Department of Transportation to give public notice of the Commission's intention to consider rescinding the freeway adoption of State Highway Route 120 in the county of Stanislaus, from Valley Home Road and 2.8 miles east of Lancaster Road, as shown on the Route Rescission Map, and to give notice to local and regional agencies, and other affected State agencies, of such intention; and agencies so notified are to be requested to furnish within 60 days any additional information that the Commission should have prior to final consideration of the Route 120 Freeway Rescission.

SR-120 Oakdale Bypass Rescission Map



Oakdale Bypass
SR-120 Route
To Be Rescinded

North County Corridor
SR-108
Route Adopted
May 20, 2010



Freeway Rescission in
Stanislaus County

Location Map

