

















































# NCC Route Adoption Screening Matrix

Screening Criteria (Priority)	SR 219		SR 108		New SR #	
	Option A	Option B	Option A	Option B	Option A	Option B
1. Relinquishment (1)	 10	 15	 0	 0	 15	 15
2. Funding (2)	 0	 0	 0	 0	 10	 10
3. Environmental (2)	 10	 0	 10	 0	 10	 0
4. Schedule (1)	 0	 0	 0	 0	 15	 0
5. Legislation / Inter-regional (1)	 0	 0	 15	 12	 0	 0
6. General Plans (3)	 3	 0	 3	 0	 3	 0
7. Traffic Pattern (3)	 5	 0	 5	 0	 5	 0
8. Access & Standards (2)	 0	 0	 0	 0	 0	 0
<b>SCORE</b>	<b>28</b>	<b>15</b>	<b>33</b>	<b>12</b>	<b>58</b>	<b>30</b>
<p>Priority 1 = 10-15 Pts, 2 = 5-10 Pts, 3 = 0-5 Pts      Recommended SR 108 Option A</p> <p>Though New Route Option A &amp; SR 108 Option A both have a large number of positives, it is easier to transfer an existing parallel route onto NCC than to go for a New State Route Number.</p> <p style="text-align: center;">All criteria is evaluated against meeting the 2010 STIP Schedule.</p>						

# North County Corridor

## Route Adoption Screening Matrix

Jacobs has investigated several options for route designation for the NCC project. This is based upon meetings with Caltrans and NCC stakeholders. The options are presented in a screening matrix that assigns a general positive and/or negative impact to the project's delivery. We examined the following State Route assignment options:

- SR 219
- SR 108
- A New Route Designation
- SR 120

Within each route, there are sub-options within the corridor and are detailed in the option description. SR 120 was examined and abandoned, as it would require relinquishment in San Joaquin County and other jurisdictions that are not stakeholders to the NCC project. This option would add significant relinquishment costs, broaden the environmental study, have impacts to route adoption schedule, and transfer additional traffic to the NCC inter-regional route.

The screening criterion is defined ONLY as to its impact to the NCC project, and is as follows:

1. Relinquishment – Deemed positive if there is no relinquishment required and no funding or schedule impacts to the NCC project. Deemed negative if there is relinquishment required, then a separate Project Report would need to be done and the facility left in a state of good repair. This definition would be negotiated with Caltrans. There will be scheduling and funding impacts.
2. Funding – Deemed positive if it does not add costs to the original scope of project.
3. Environmental – Deemed positive if it does not add time to route adoption schedule.
4. Schedule – Deemed positive if 2010 STIP Route Adoption schedule is kept.
5. Legislation/Interregional Designation – All the alternatives will take legislation. However, deemed negative if we expect it to take more time controversy impacting the schedule.
6. General Plans – Deemed positive if no impact to General Plans.
7. Traffic Patterns – Deemed negative if route designation could attract additional trips thereby potentially requiring additional lanes to the NCC facility.
8. Access and Standards – Deemed negative if the mandatory design standards for I/C spacing required by Caltrans impacts local land development pattern i.e. Salida Community Plan.



The following criteria has a description below of our interpretation of how it potentially impacts the various route adoption scenarios as it relates to the 2010 STIP schedule. Please refer to the attached matrix for preferred route selection approach.

SR 219 Option A (please refer to the attached exhibit)

This option uses the alignments in the NCC PDR from the junction of SR 120/108 east of Oakdale to SR 99 and assigning it with the SR 219 Designation. The existing SR 219 from SR 99 to McHenry will be designated as SR 219 (Business).

Criteria Comments:

1. No relinquishment due to designation of SR 219 as a “Business” route. Lower points assigned due to a longer process for Business Route designation.
2. Potential developer funds from Salida community can be used. Will be more difficult to reallocate the funding from the abandoned Oakdale By-pass Project to a route number not in proximity and obtain an ITIP designation for a short route for funding.
3. No additional impacts.
4. The mandatory Design Exceptions could have a large impact on schedule.
5. SR 219 is not on the IRRS system. Legislation to include may be more challenging as it may attract statewide attention.
6. Potential conflict between Salida Community Plan and Modesto Sphere of Influence creating future project traffic modeling issues.
7. No mixing inter-regional traffic with local traffic on Kiernan as non-local travelers from SR 99 destined to Yosemite will use SR 219 at Salida.
8. Negative impact due to non standard interchange spacing requirements at Salida.

SR 219 Option B (please refer to the attached exhibit)

This option uses the alignments in the NCC PDR from the junction of SR 120/108 east of Oakdale to McHenry Avenue where it would then use SR 219/Kiernan Avenue to SR 99 and assigning it with the SR 219 Designation. The portion of the PDR alignment west of McHenry would be a local road to the Salida community at SR 99.

Criteria Comments:

1. No relinquishment due to integrating existing SR 219 into NCC alignments. No relinquishment of SR 108/120. However, City of Modesto desires relinquishment of SR 108 south of Kiernan.
2. Need additional funds to develop existing SR 219 to freeway standards. Also, potential developer funds from Salida community will not benefit the NCC Project if this alignment is selected. Having a route number other than SR 120 for NCC may make it difficult for the CTC to make a connection between the Oakdale bypass funding to the facility.
3. There are existing urban land uses on SR 219 alignment creating potential additional environmental controversy and public involvement.

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4. More environmental controversy and public involvement may impact schedule for Route Adoption. No prior studies to meet this option of connecting to SR 99 at Kiernan, possible delays to route adoption.
5. SR 219 is not on the IRRS system. Legislation to include may be more challenging as it may attract statewide attention.
6. Modesto GP shows growth up to SR 219 with urban land uses compounding access issues and costs to NCC for frontage roads creating future project traffic modeling issues.
7. Will mix inter-regional traffic with local traffic on Kiernan potentially requiring additional lanes.
8. Frontage roads will be required that will impact existing and proposed urban land uses and will require Mandatory Design Exceptions for non standard interchange spacing that are required for approval of Route Adoption PSR – This may impact the schedule.

#### SR 108 Option A (please refer to the attached exhibit)

This option uses the alignments in the NCC PDR from the junction of SR 120/108 east of Oakdale to SR 99 and assigning it with the SR 108 designation. The existing SR 219 from SR 99 to McHenry will remain.

#### Criteria Comments:

1. Requires relinquishment of SR 108 from SR 132 to SR 120 east of Oakdale. Caltrans has stated that costs to bring relinquished roadways to a good state of repair should be borne by the NCC project. Positive from the City of Modesto since it is their intent to relinquish SR 108. However, other jurisdictions will have to accept additional local lane miles for maintenance.
2. Need additional funds to bring relinquished roadways to a good state of repair. Potential developer funds from Salida community can be used. Easier to connect the funding from the Oakdale By-pass Project and ITIP funding.
3. No additional impacts.
4. No additional impacts.
5. SR 108 is on the IRRS system, easier legislation to include.
6. Potential conflict between Salida Community plan and Modesto Sphere of Influence creating future project traffic modeling issues.
7. No mixing interregional traffic with local traffic as non local travelers destined to Yosemite and will use SR 108 at Salida.
8. Negative impact due to non standard interchange spacing requirements at Salida.

#### SR 108 Option B (please refer to the attached exhibit)

This option uses the alignments in the NCC PDR from the junction of SR 120/108 east of Oakdale to McHenry Avenue where it would then use SR 219/Kiernan Avenue to SR 99 and assigning it with the SR 108/219 designation. The portion of the PDR alignment west of McHenry would be a local road to the Salida community at SR 99.

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### Criteria Comments:

1. Requires relinquishment of SR 108 from SR 132 to SR 120 east of Oakdale. Caltrans has stated that costs to bring relinquished roadways to a good state of repair should be borne by the NCC project. Positive from the City of Modesto since it is their intent to relinquish SR 108.
2. Need additional funds to bring relinquished roadways to a good state of repair. Potential developer funds from Salida community cannot be used. Easier to connect the funding from the Oakdale By-pass Project and ITIP funding.
3. There are existing urban land uses on SR 219 alignment creating potential additional environmental controversy and public involvement.
4. More environmental controversy and public involvement may impact schedule for Route Adoption. No prior studies to meet this option of connecting to SR 99 at Kiernan, possible delays to route adoption.
5. SR 108 is on the IRRS system, co-signing is required. Lower points assigned due to additional process for co-signing.
6. Modesto GP shows growth up to SR 219 with urban land uses compounding access issues and costs to NCC for frontage roads.
7. Will mix inter-regional traffic with local traffic that may require additional lanes. May create confusion for non local travelers destined to Yosemite and will use SR 219 even if the Salida local road is built.
8. Frontage roads will be required that will impact existing and proposed urban land uses and will require Mandatory Design Exceptions for non standard interchange spacing that are required for approval of Route Adoption PSR – This may impact the schedule.

### New SR Number Option A (please refer to the attached exhibit)

This option uses the alignments in the NCC PDR from the junction of SR 120/108 east of Oakdale to SR 99 and assigning it with a new SR number designation. The existing SR 219 from SR 99 to McHenry will remain.

### Criteria Comments:

1. Requires no relinquishments. However, City of Modesto desires relinquishment of SR 108 south of Kiernan.
2. Potential developer funds from Salida community can be used. Easier to connect the funding from the Oakdale By-pass Project and future ITIP funding.
3. No additional impacts.
4. No additional impacts.
5. Need new interregional designation and Route number.
6. No additional impacts.
7. No mixing inter-regional traffic with local traffic as non local travelers destined to Yosemite and will use new SR number at Salida.
8. Negative impact due to non standard interchange spacing requirements at Salida..



New SR Number Option B (please refer to the attached exhibit)

This option uses the alignments in the NCC PDR from the junction of SR 120/108 east of Oakdale to McHenry Avenue with a new SR designation number, where it would then use the new SR designation co-signed with SR 219/Kiernan Avenue to SR 99. The portion of the PDR alignment west of McHenry would be a local road to the Salida community at SR 99.

Criteria Comments:

1. Requires no relinquishments. No additional local lane miles for maintenance except for Salida alignment west of McHenry to SR99.
2. Potential developer funds from Salida community can not be used. Easier to connect the funding from the Oakdale By-pass Project and future ITIP funding.
3. More environmental controversy and public involvement.
4. More environmental controversy and public involvement may impact schedule for route adoption. No prior studies to meet this option of connecting to SR 99 at Kiernan, possible delays to route adoption.
5. Need new interregional designation and Route number
6. Modesto General Plan shows growth up to SR 219 with urban land uses compounding access issues and costs to NCC for frontage roads.
7. Will mix inter-regional traffic with local traffic that may require additional lanes. May create confusion for non local travelers destined to Yosemite and will use SR 219 even if the Salida local road is built.
8. Frontage roads will be required that will impact existing and proposed urban land uses and may require non standard interchange spacing requirements.