



State Route 99 / Morada Lane and State Route 99 / Eight Mile Road Interchange Improvement Projects

Welcome to the
Public Information Meeting

March 7, 2013

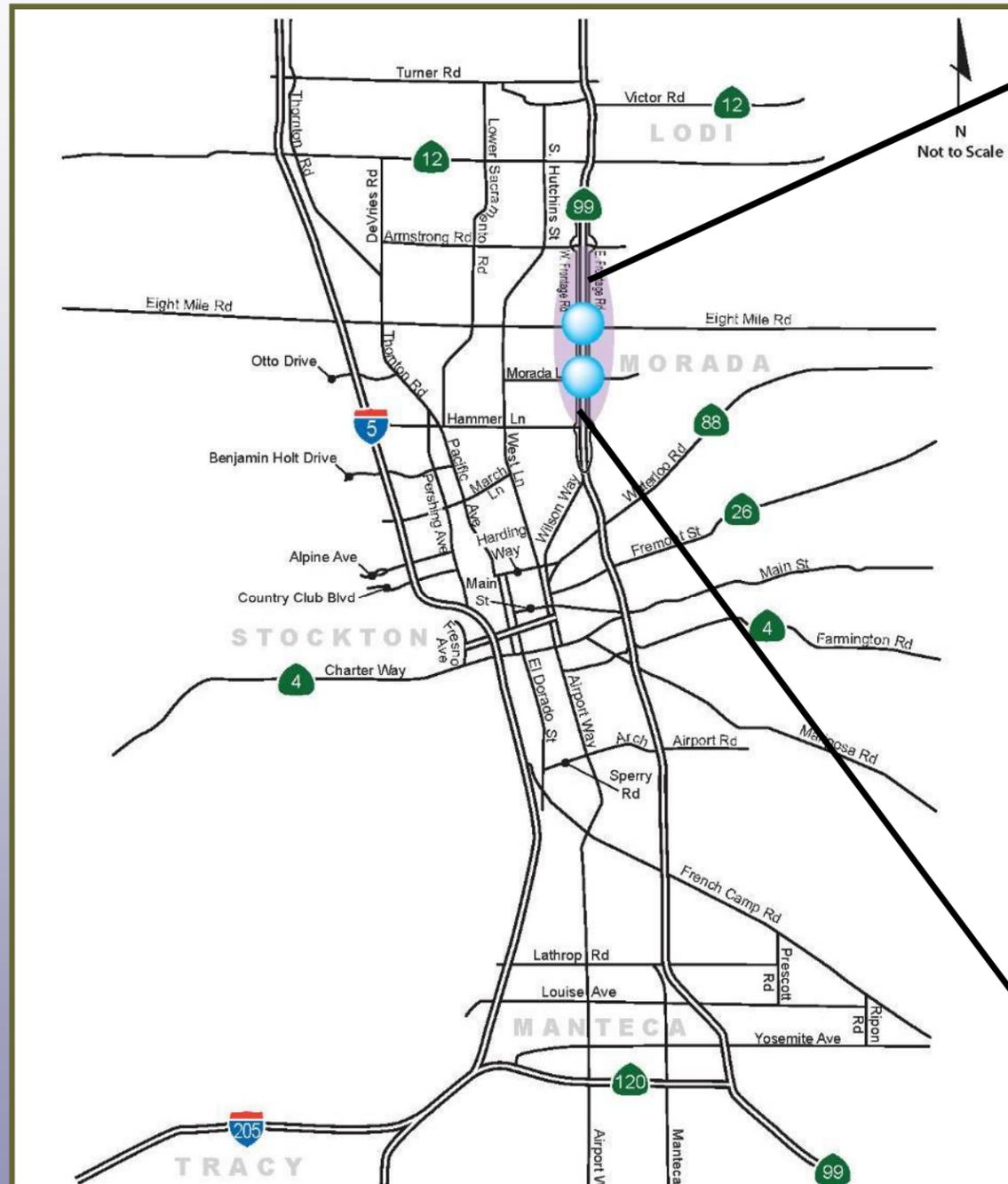


Presentation Goals



- Review proposed projects
- Review study process, progress, and project schedule
- Present projects' alternatives under consideration

Location of the Projects



1.4 miles between interchanges



Projects Background



- Initial planning efforts led to Project Study Reports (PSRs)
 - SR-99 / Eight Mile Road PSR – January 5, 2007
 - SR-99 / Morada Lane PSR – May 30, 2007
- PSRs identified alternatives for each project
 - No-Build Alternative
 - 2 Build Alternatives
- May 2008 Scoping Meeting gained public input, community concerns, and options to consider
- Alternatives development and analysis underway

Projects Background



Added development north of Eight Mile Road, west of SR-99

New east/west and north/south arterial streets, west of SR-99

Planned bikeway network



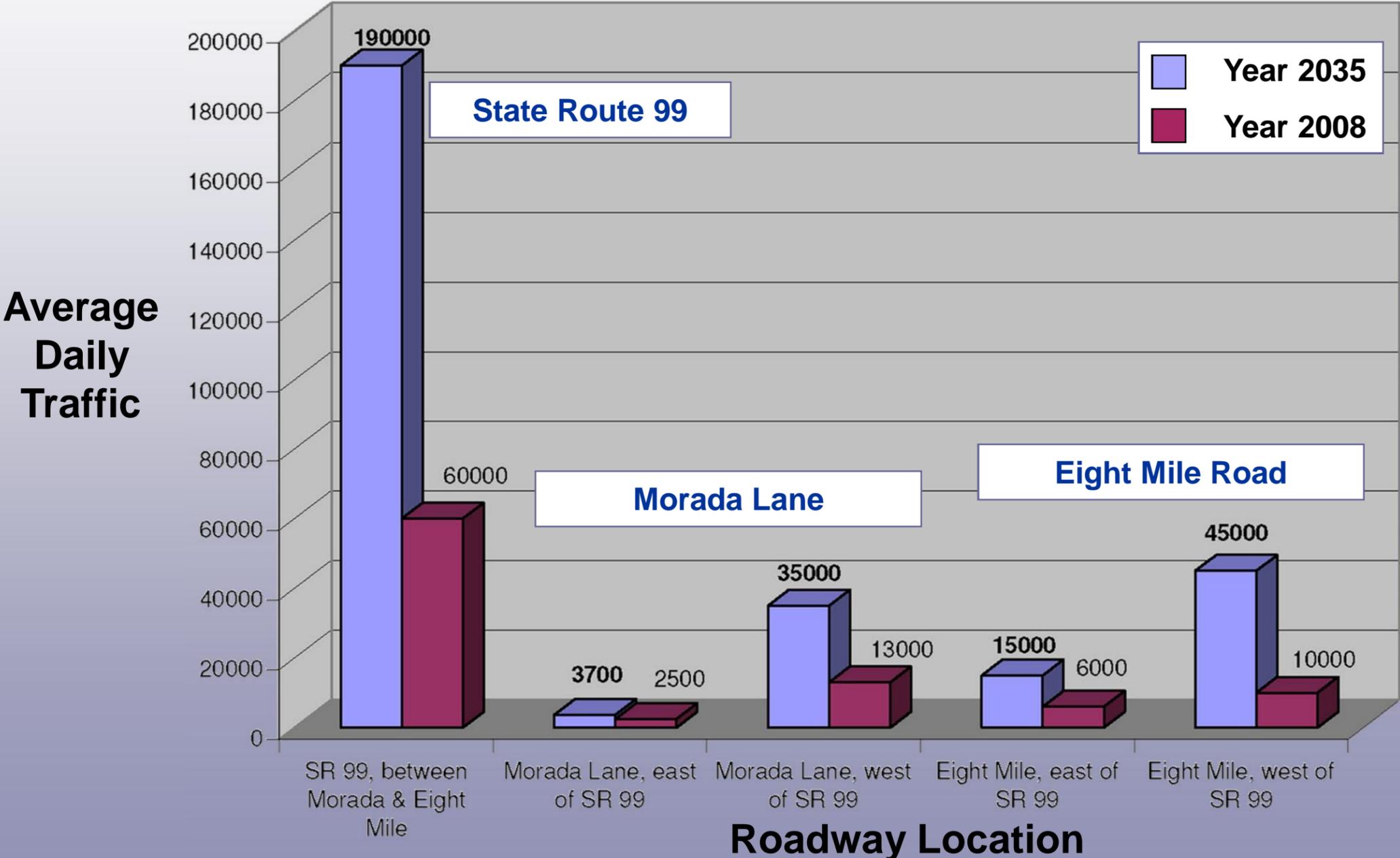
Eight Mile Road

Morada Lane

Traffic Growth



**Average Daily Traffic (ADT) Volume
Existing (Year 2008) and Projected (Year 2035)**



Purpose & Need



The purpose of the projects is to:

- Reduce congestion/accommodate planned growth, and
- Enhance Safety

Potential Improvements SR-99/Eight Mile Road Interchange



- Replace Eight Mile Road Overcrossing
 - Widen for improved capacity
 - Improve approach grades for sight distance and ADA requirements
 - Allow for future SR-99 widening
- Reconfigure on- and off-ramps for improved operations and safety
- Realign frontage roads to accommodate ramp modifications
- Improve pedestrian and bicycle access
- Provide Park-and-Ride lot

Eight Mile Road Alternatives



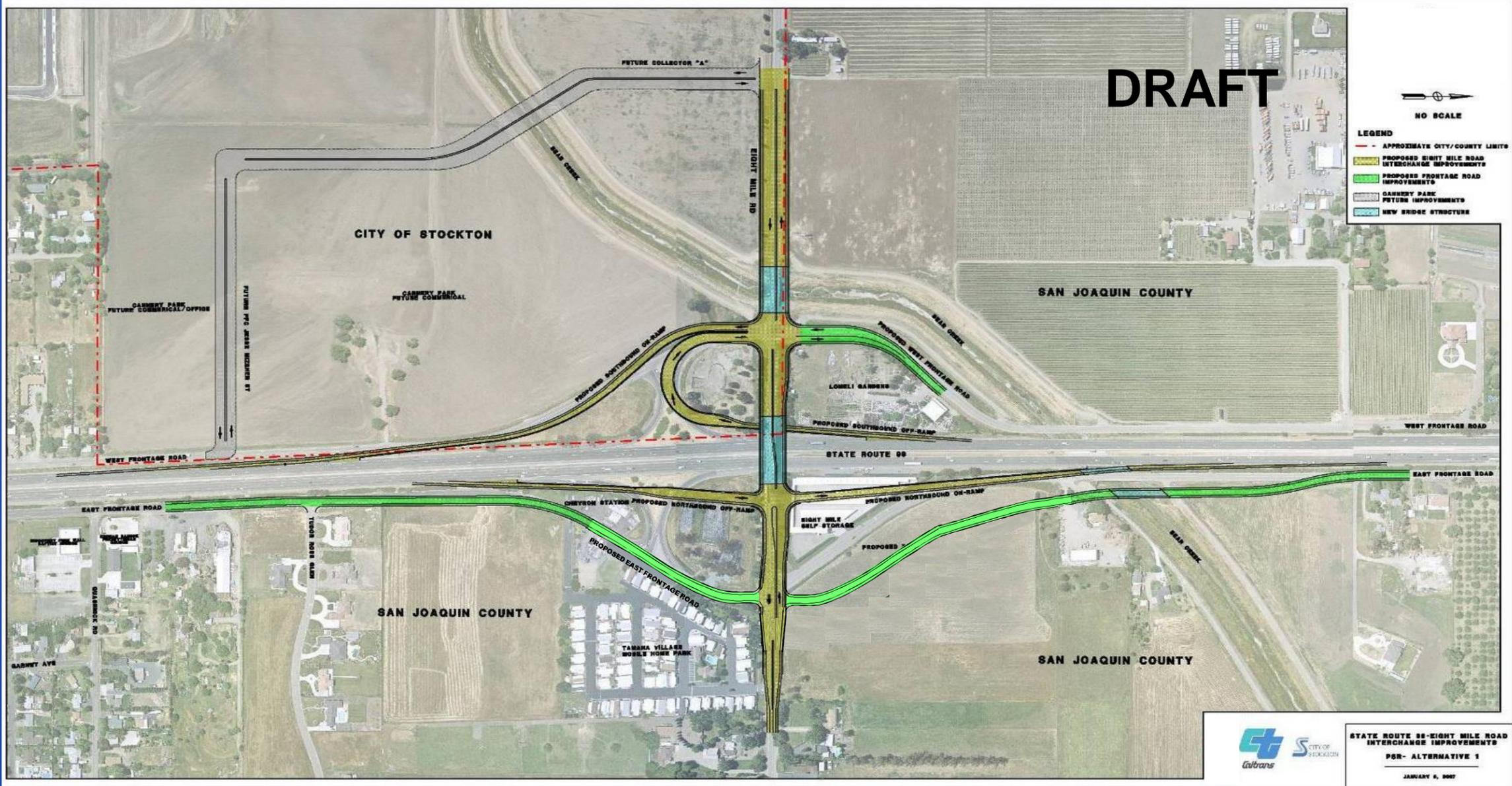
May 2008 Scoping Meeting – Concept Alternatives

- Alternative 1 (PSR Alt. 1)
- Alternative 2 (PSR Alt. 2)
- Alternative 3 (Preliminary Alternative)

Alternatives Development and Screening

- No additional alternatives identified
- Alternative 1 – carried forward for further analysis
- Alternative 2 – dropped from further consideration
- Alternative 3 – carried forward for further analysis

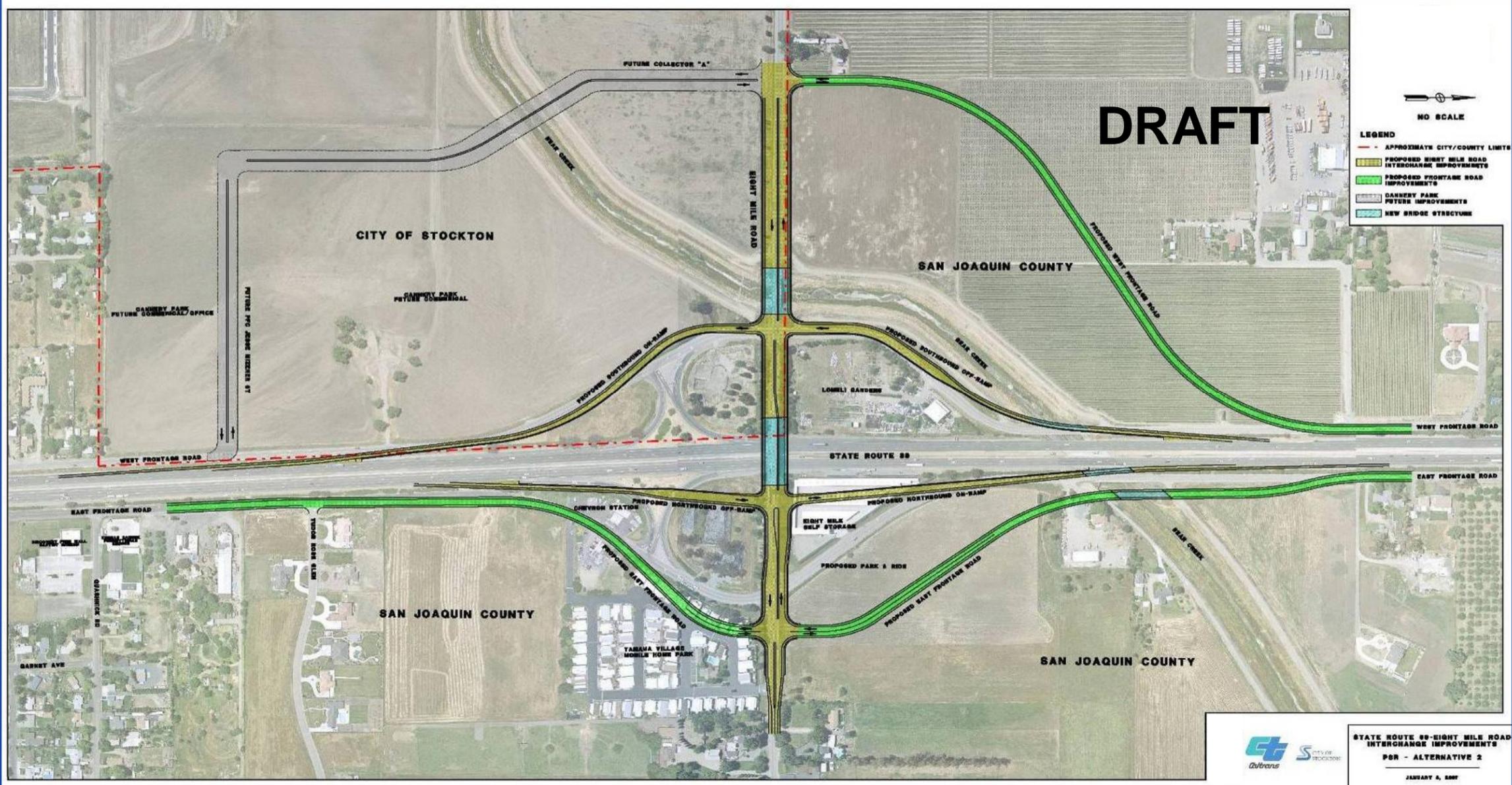
Potential Improvements SR-99/Eight Mile Road Interchange



Alternative 1 - PSR Alternative 1

Under Alternative 1, the Eight Mile Road interchange would be widened and reconfigured to provide a diamond ramp configuration for the SR-99 northbound ramps and a loop ramp configuration for the southbound off-ramp. Cost Estimate - \$60 million.

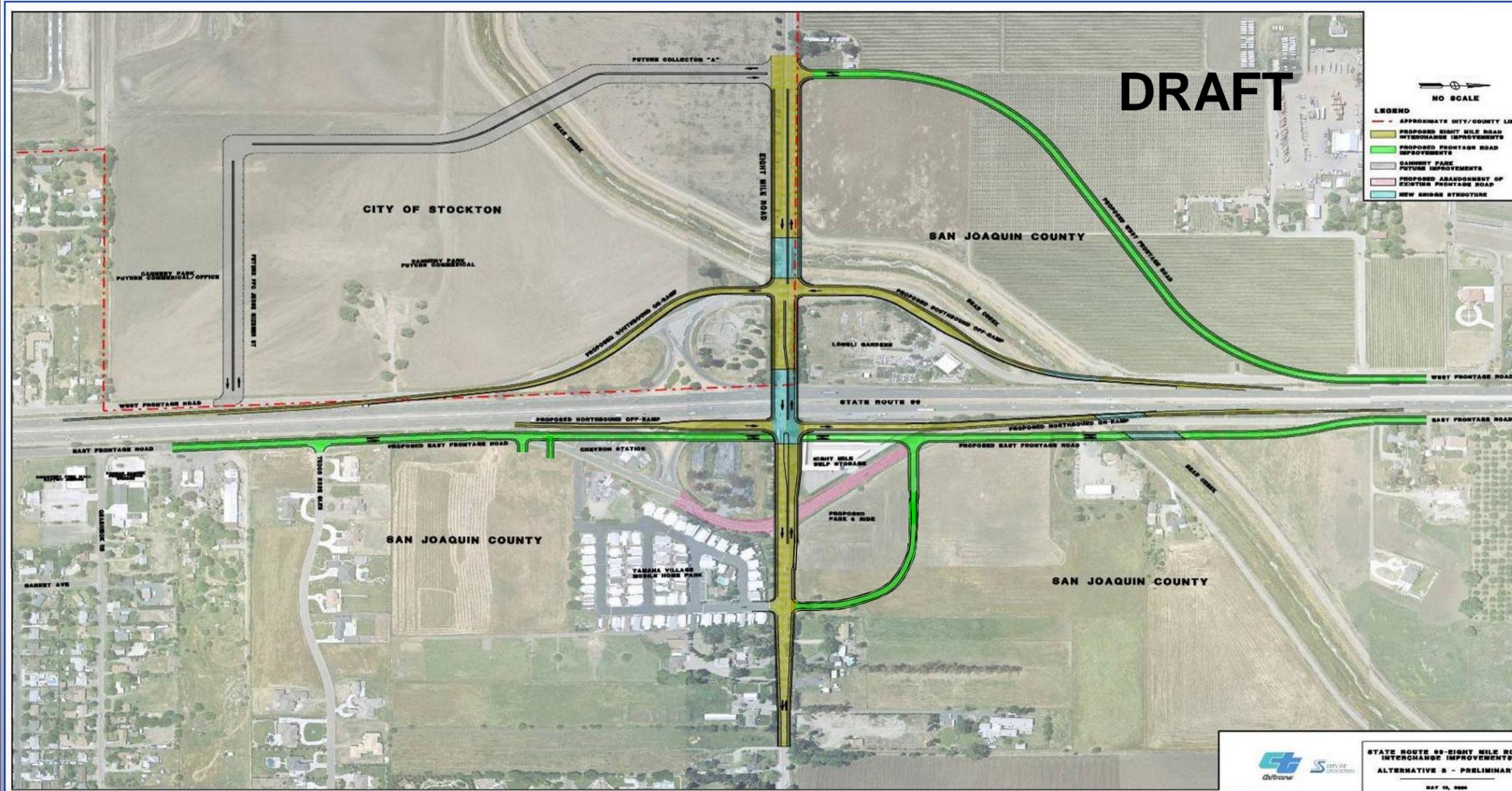
Potential Improvements SR-99/Eight Mile Road Interchange



Alternative 2-PSR Alternative 2

Under Alternative 2, the Eight Mile Road interchange would be a diamond configuration for both the northbound and southbound ramps, along with the relocation of the Eight Mile Road/East Frontage Road intersection approximately 200 feet to the east. *Dropped from further consideration.*

Potential Improvements SR-99/Eight Mile Road Interchange



Alternative 3 – Tight diamond with grade separated frontage road on east side of SR-99

A tight-diamond configuration on the east side, the East Frontage Road would become grade-separated and pass underneath Eight Mile Road, loop back to the south and reconnect with Eight Mile Road east of the current East Frontage Road intersection. Cost Estimate - \$73 million.

Potential Improvements SR-99/Morada Lane Interchange



- Replace Morada Lane Overcrossing
 - Widen for improved capacity
 - Improve approach grades for sight distance and ADA requirements
 - Allow for future SR-99 widening
- Reconfigure on- and off-ramps for improved operations and safety
- Realign frontage roads to accommodate ramp modifications
- Improve bike and pedestrian access

Morada Lane Alternatives



May 2008 Scoping Meeting – Concept Alternatives

- Alternative 1 (PSR Alt. 1)
- Alternative 2 (PSR Alt. 2)
- Alternative 3 (Preliminary Alternative)

Alternatives Development and Screening

- Heard your suggestions and took them into consideration
- Alternatives 1 and 2 – dropped from further consideration
- Alternative 3 – carried forward for further analysis
- Alternative 4 – dropped from further consideration
- Alternatives 5, 6, 7, 8, and 9 – dropped from further consideration

Morada Lane - Alternatives Analysis



- Met with public agencies and discussed the alternatives:
 - Emergency Responders - Fire / Ambulance / Police / CHP (September 4, 2008)
 - Lodi Unified School District (October 10, 2008)
- Met with other public forums
 - Citizens Advisory Group (June 5, 2008; August 22, 2008; and March 19, 2009)
 - Tahama / Morada Mobile Home Parks (October 10, 2008)
 - Morada Area Association (December 2, 2008)
 - Citizens Advisory Group (December 8, 2011)
 - Morada Area Association (June 5, 2012)
 - Morada Advisory Council (June 12, 2012)

Morada Lane - Alternatives Analysis (cont'd)



- Performed preliminary engineering and traffic analysis
- Criteria used to narrow alternatives include:
 - Meets Project Purpose & Need
 - Possible Social, Economic & Environmental Impacts
 - Possible Operational & Safety Considerations
 - Possible Construction and R/W Costs
- Narrowed the list of alternatives for further consideration down to one build alternative

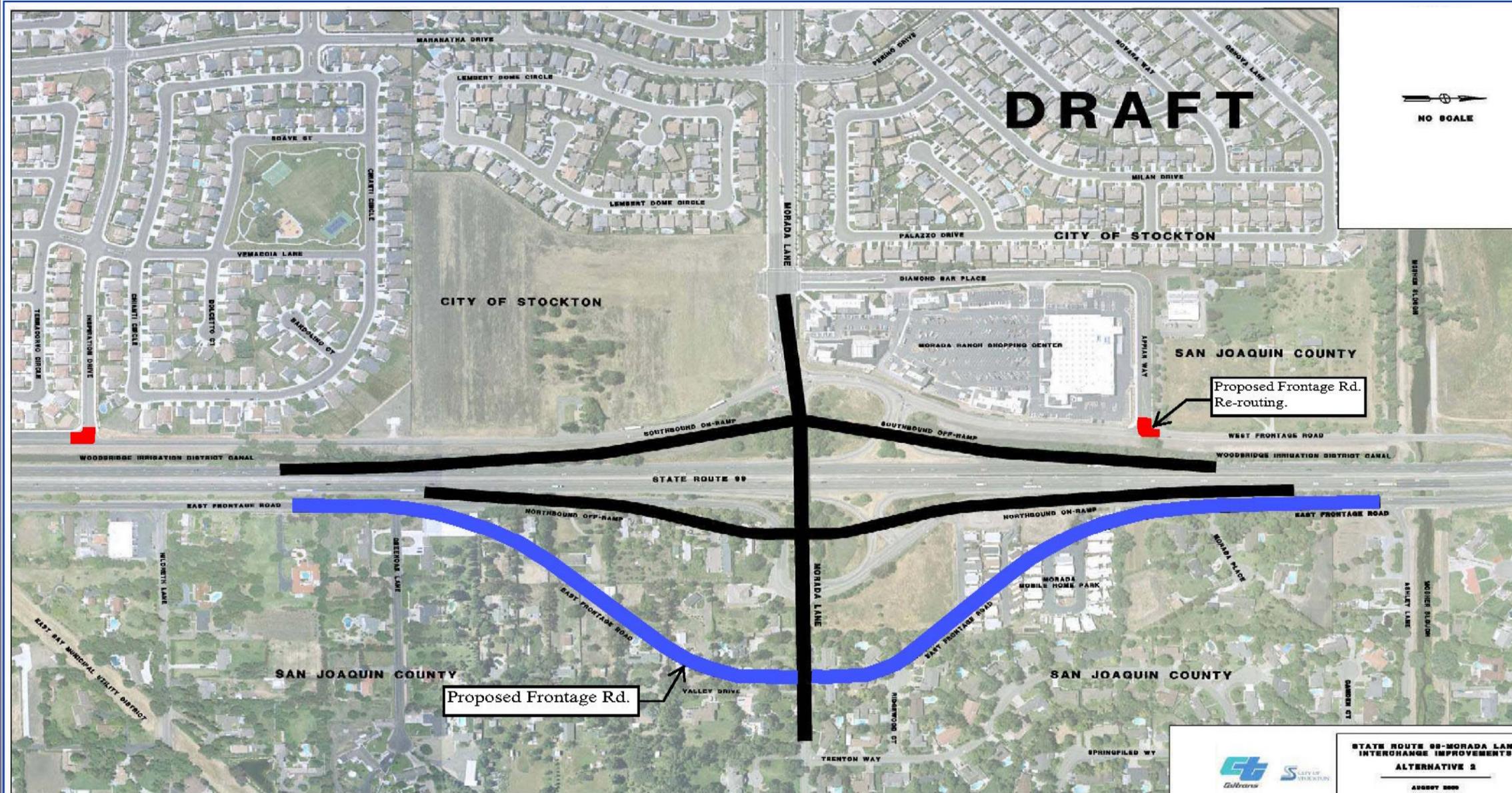
Potential Improvements SR-99/Morada Lane Interchange



Alternative 1 - PSR Alternative 1

Under Alternative 1, the Morada Lane interchange would be widened and reconfigured to provide a diamond ramp configuration for the SR-99 southbound ramps and a hook ramp configuration onto East Frontage Road for the northbound ramps. Dropped from further consideration.

Potential Improvements SR-99/Morada Lane Interchange

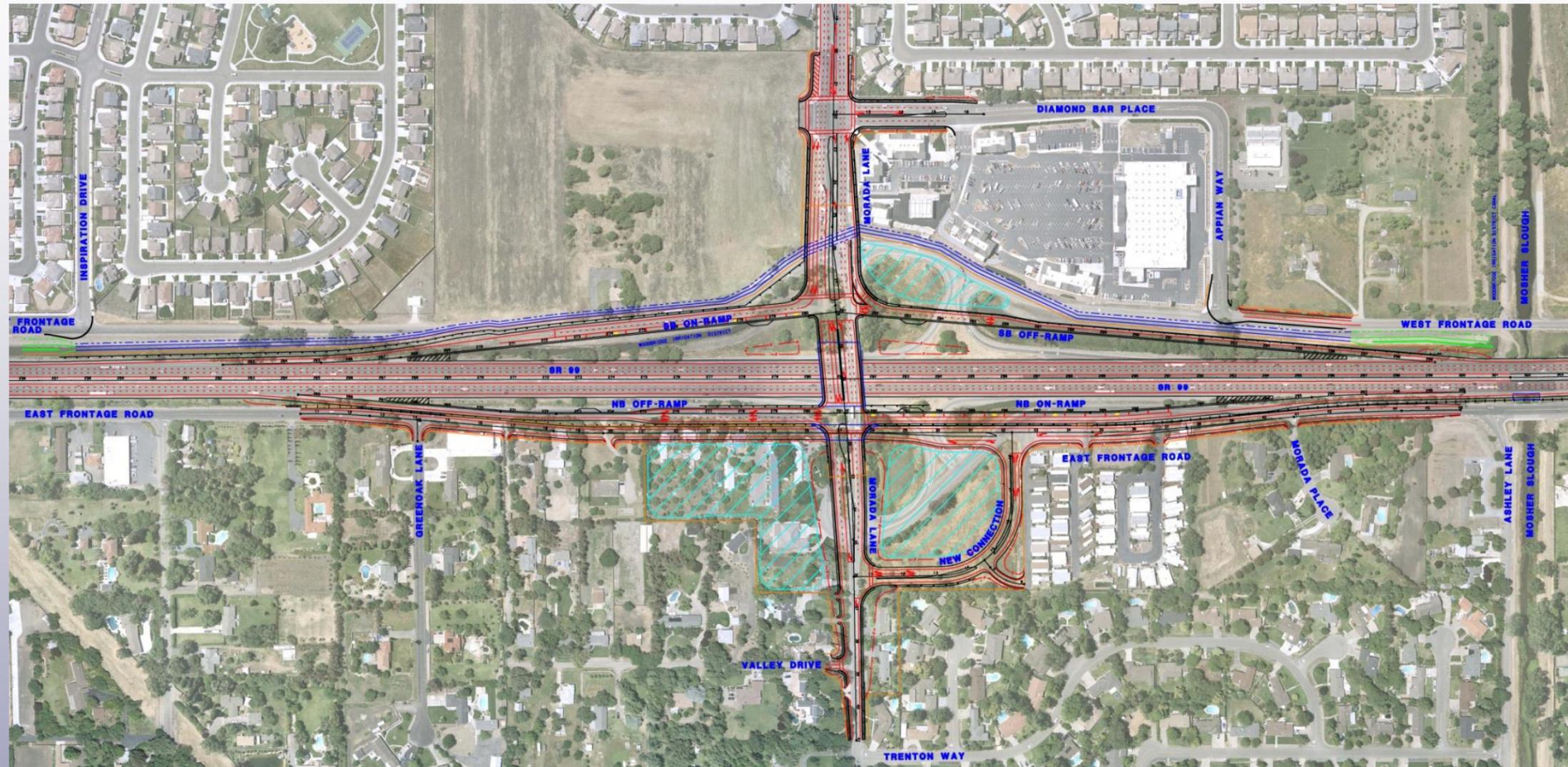


Alternative 2 - PSR Alternative 2

Alternative 2 would provide a diamond configuration for both the northbound and southbound ramps, along with the relocation of the Morada Lane/East Frontage Road intersection approximately 300 feet to the east.

Dropped from further consideration.

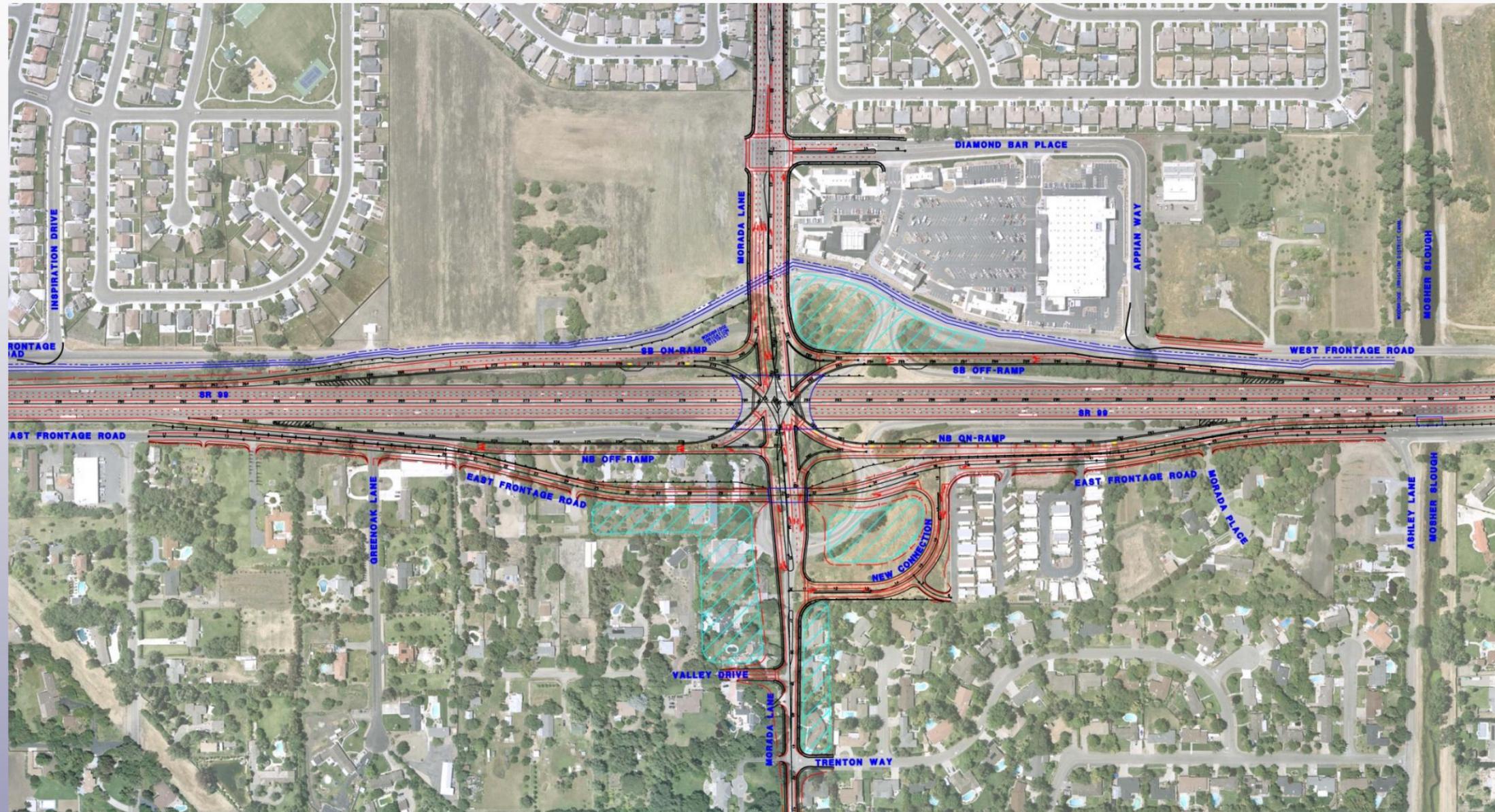
Potential Improvements SR-99/Morada Lane Interchange



Alternative 3 - Tight diamond with grade separated frontage road on east side of SR-99

Alternative 3 would provide a tight-diamond configuration. The East Frontage Road would become grade-separated and pass underneath Morada Lane, loop back to the south and reconnect with Morada approximately 300 feet east of the current East Frontage Road intersection. Cost Estimate - \$60 million.

Potential Improvements SR-99/Morada Lane Interchange

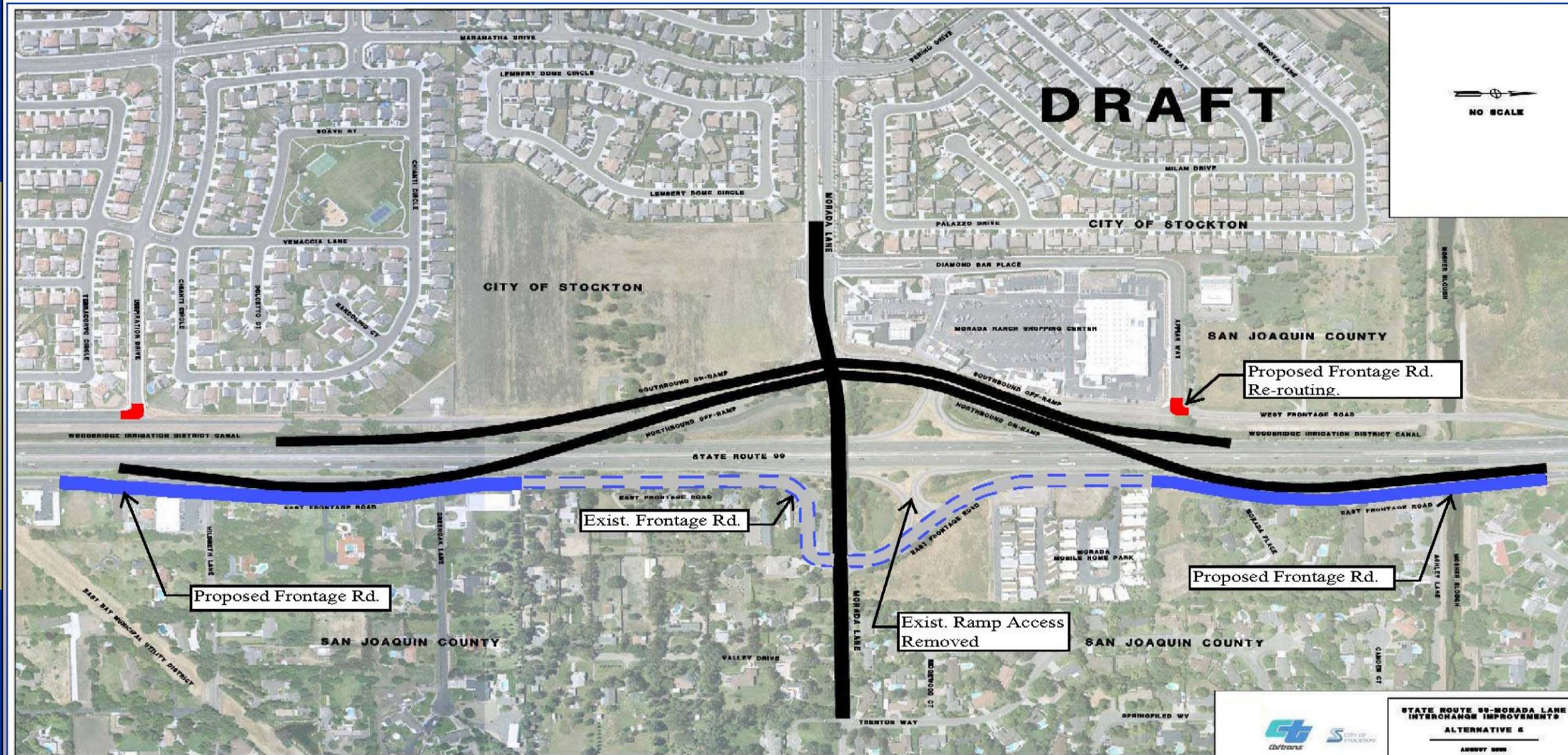


Alternative 4 - Single Point Urban Interchange (SPUI)

Alternative 4 would provide a Single Point Urban Interchange (SPUI) configuration over SR-99. Similar to Alternative 3, the East Frontage Road would become grade-separated. Cost Estimate - \$108 million.

Dropped from further consideration.

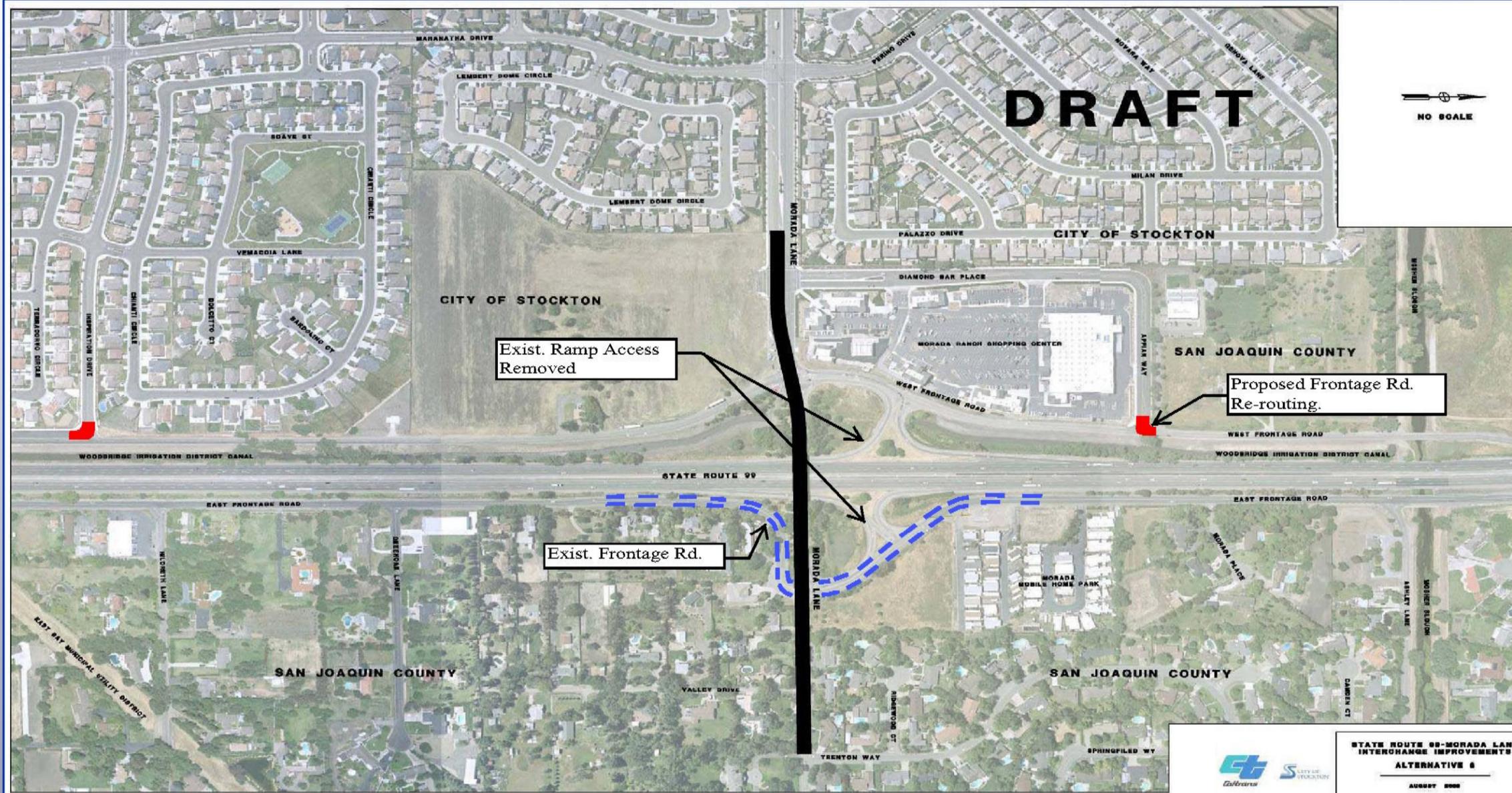
Potential Improvements SR-99/Morada Lane Interchange



Alternative 5 - Single intersection on west side of SR-99 with flyover ramps

Alternative 5 would reconfigure the SR-99 northbound and southbound ramps at a single intersection on Morada Lane between Diamond Bar Place and SR-99. To accomplish this, the northbound ramps would be fly-over ramps, while the southbound ramps would be at-grade. *Dropped from further consideration.*

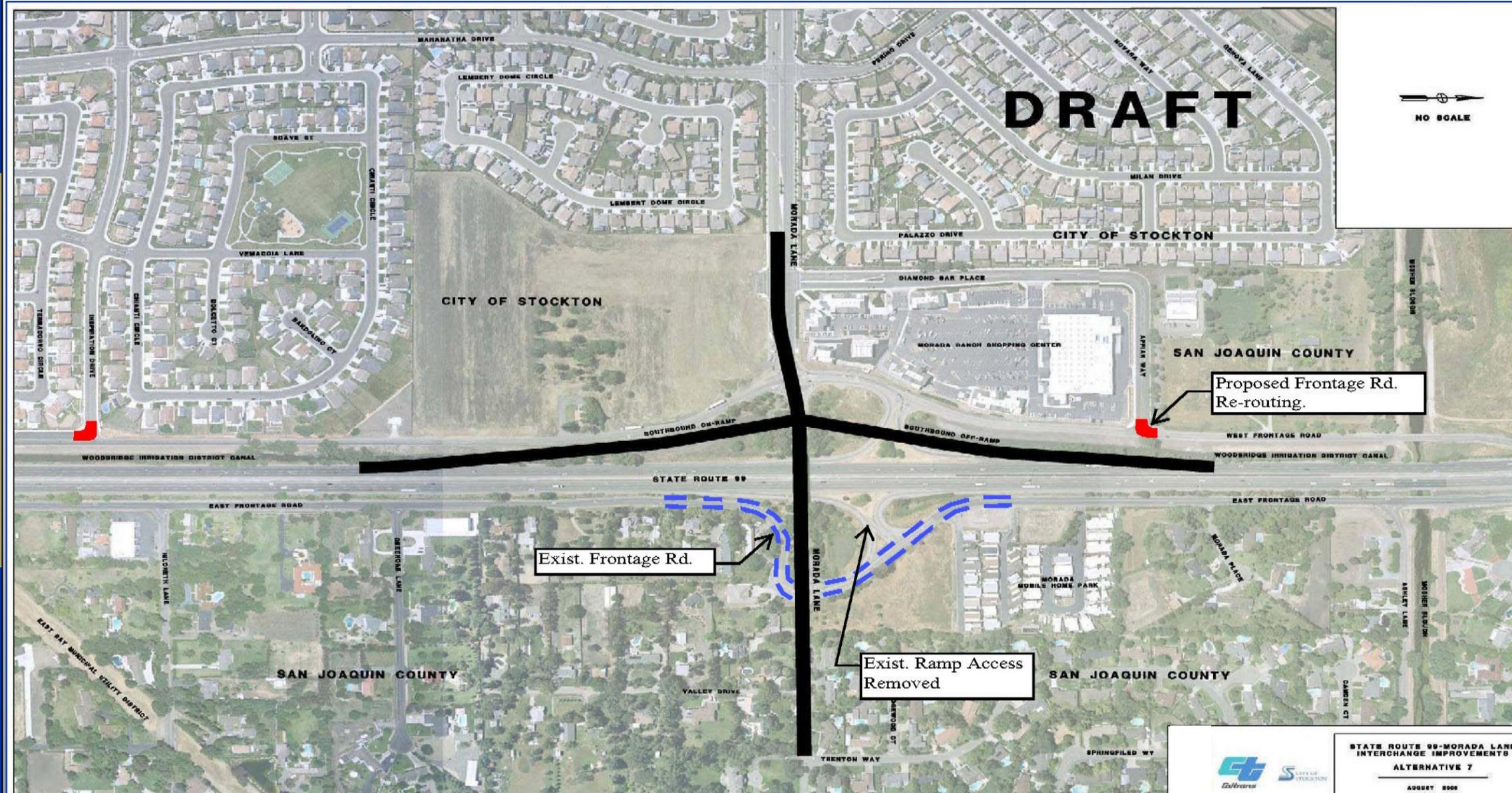
Potential Improvements SR-99/Morada Lane Interchange



Alternative 6 - Morada Lane/SR-99 interchange ramps removed

Northbound and southbound ramps would be removed. Vehicles using the ramps would divert to the Hammer Lane interchange or the Eight Mile Road interchange. The East Frontage Road and its intersection with Morada Lane would remain the same as the existing configuration. *Dropped from further consideration.*

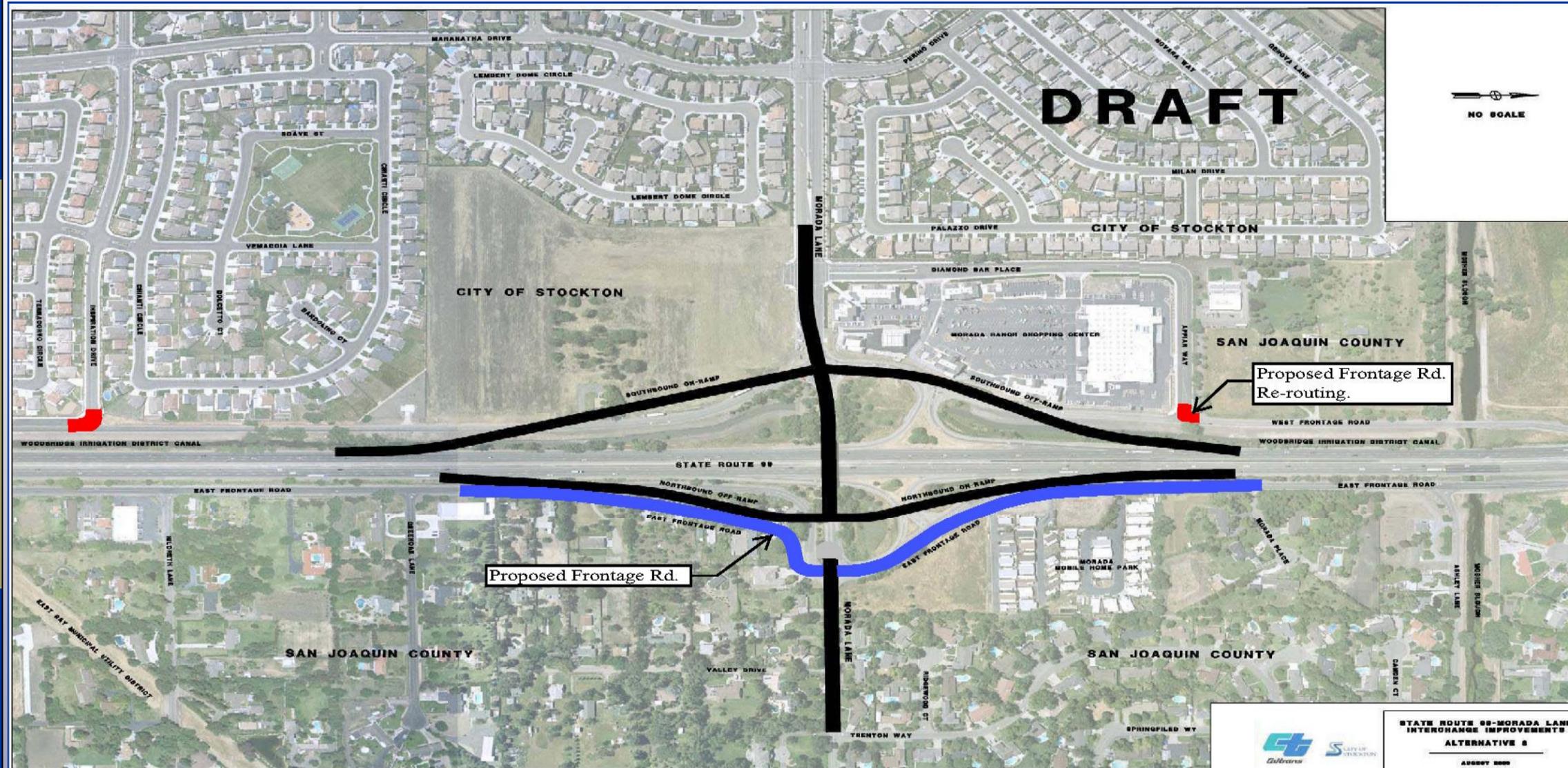
Potential Improvements SR-99/Morada Lane Interchange



Alternative 7 - Morada Lane/SR-99 northbound ramps removed

Similar to Alternative 6, but only the northbound ramps would be removed. The southbound ramps to be reconfigured into a partial diamond configuration. Vehicles using the northbound ramps would divert to the Hammer Lane interchange or the Eight Mile Road interchange. *Dropped from further consideration.*

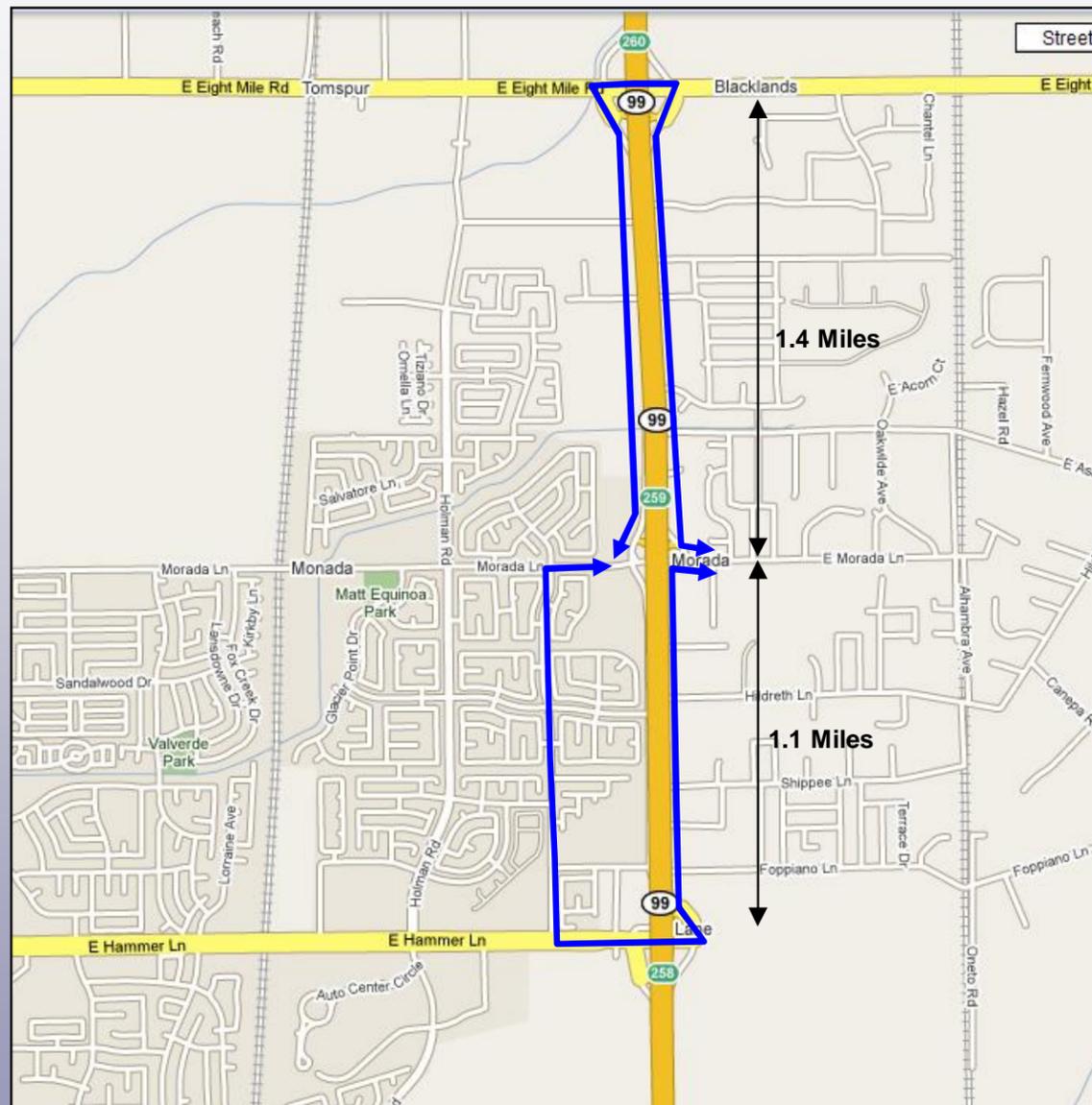
Potential Improvements SR-99/Morada Lane Interchange



Alternative 8 - Access to Morada Lane overpass closed east of SR-99 northbound ramps

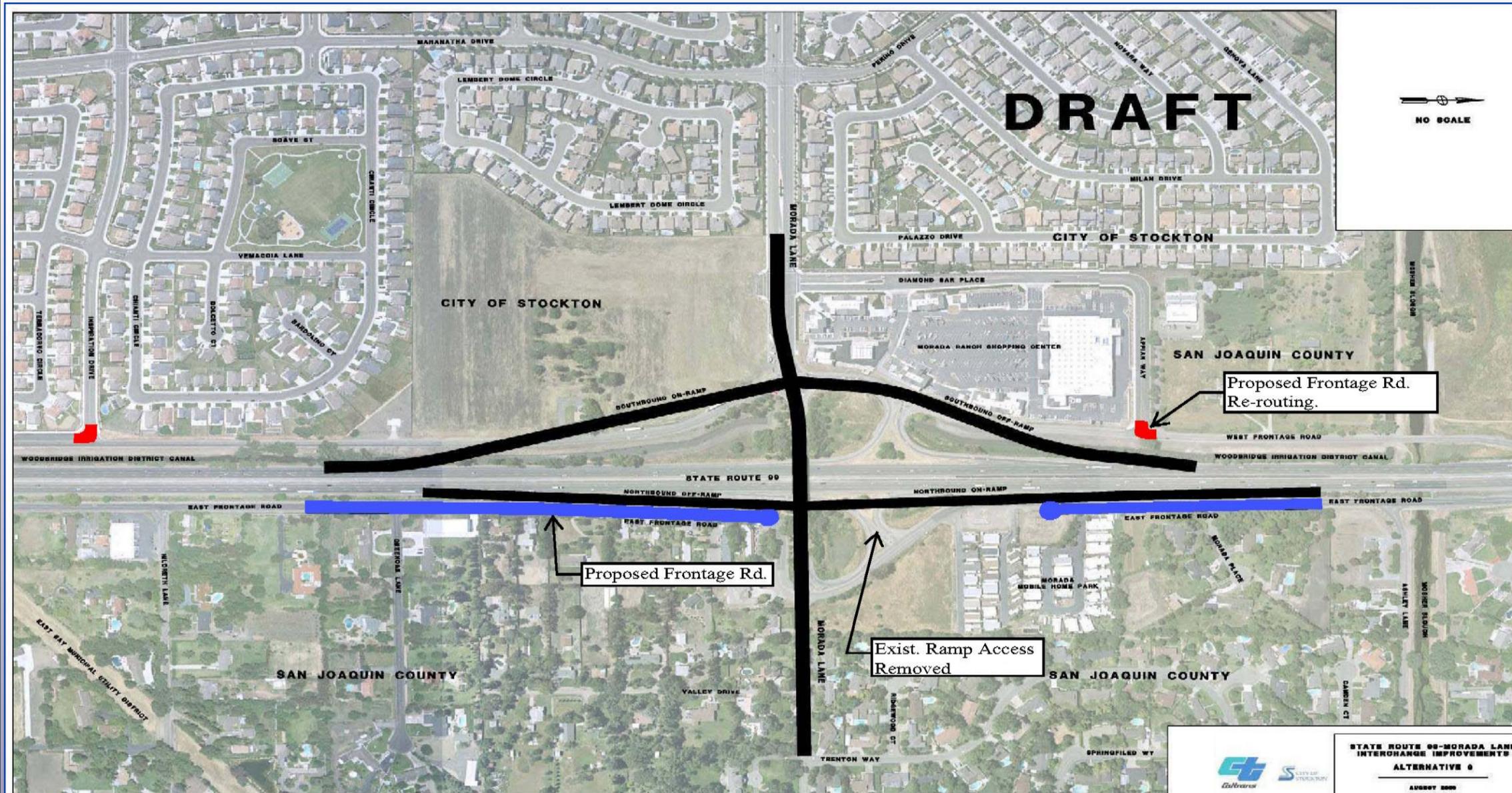
Under Alternative 8, access to Morada Lane would be closed immediately east of the SR-99 northbound ramps. Vehicles coming from or going to the Morada community would need to divert to the Hammer Lane or Eight Mile Road interchanges via the East Frontage Road. Dropped from further consideration.

Alternative 8 Traffic Diversion



- Access to Morada Lane
Overpass closed east of SR-99
- Travel distance increased by
up to 3 miles one way or 6
miles round trip
- Emergency Services
- Open to pedestrian and bicycle
access

Potential Improvements SR-99/Morada Lane Interchange



Alternative 9 - Alternative 2 configuration with connection to East Frontage Road removed
Reconfigured to provide a diamond configuration. East Frontage Road would not connect to Morada Lane and would terminate on both sides. This would reduce impacts of relocating the frontage road intersection, but would result in vehicles diverting into the Morada community to access Morada Lane. *Dropped from further consideration.*

Need for the Projects



- Without Improvements:
 - Degradation of system and ultimately gridlock
 - Higher than average accident rates
 - Limited pedestrian and bicycle access

Environmental Process



- **Scoping**
 - Preliminary studies to identify alternatives
 - Public Scoping Meeting (May 12, 2008)
- **Alternatives Analysis**
 - Public Information Meeting (April 1, 2009)
- **Draft Environmental Document**
 - Circulate draft environmental document (Summer 2013)
- **Public and Agency Review & Comment**
 - Comment period and Public Hearing (Summer 2013)
- **Caltrans Review & Approval**
 - Final environmental document (Spring 2014)

Environmental Issues Studied



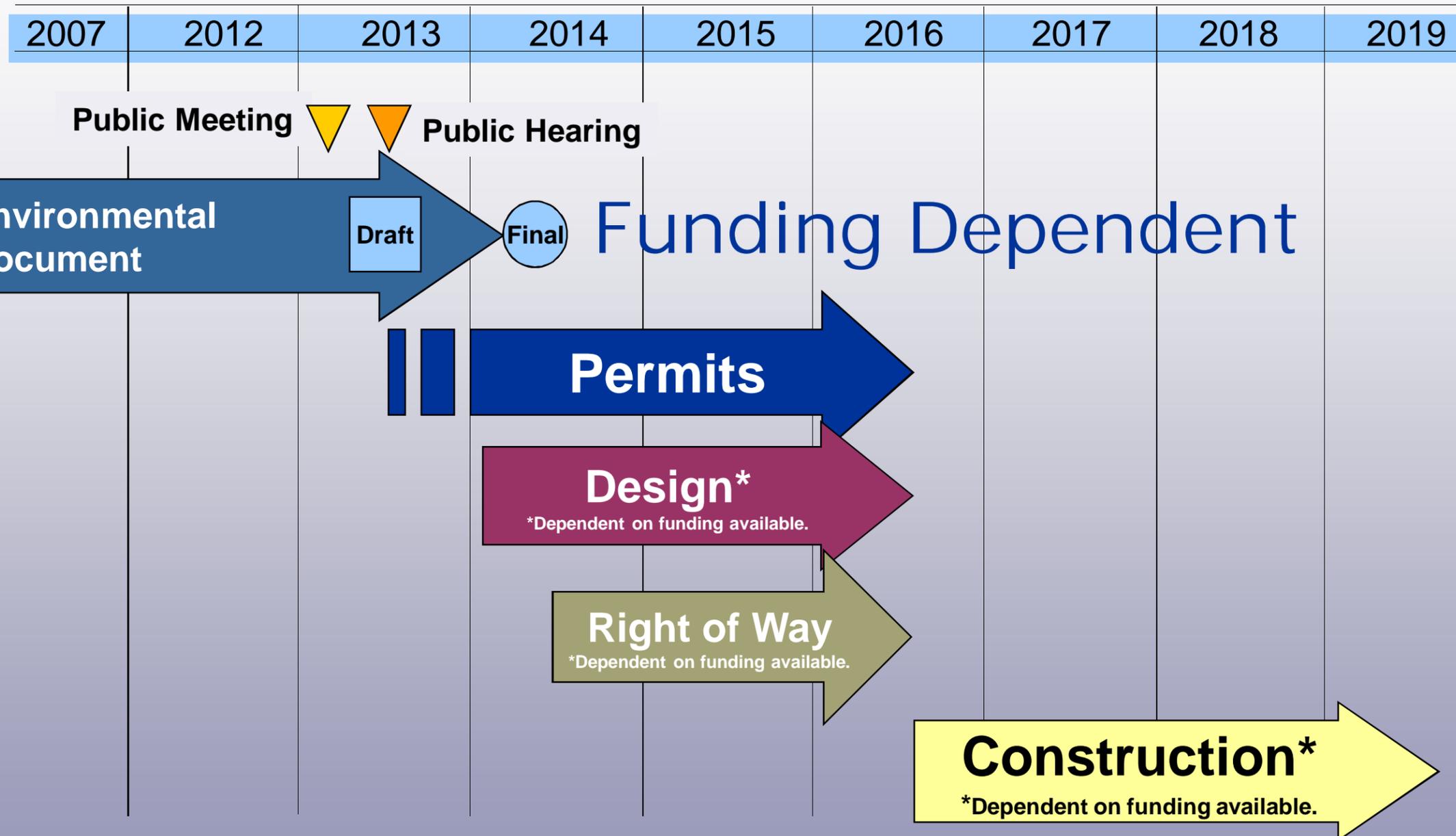
- Biological Impacts
- Water Quality/Hydrology Impacts
- Archeological/Cultural Studies
- Paleontology Impacts
- Land Use Impacts
- Community Impacts
- Noise Impacts
- Air Quality Impacts
- Visual Impacts
- Traffic Impacts

Public Outreach Meetings



- Citizens Advisory Group April 9, 2008
- Project Scoping May 12, 2008
- Citizens Advisory Group June 5, 2008
- Citizens Advisory Group August 22, 2008
- Emergency Responders September 4, 2008
- Lodi Unified School District October 10, 2008
- Tahama / Morada Mobile Home Parks October 10, 2008
- Morada Area Association Meeting December 2, 2008
- Citizens Advisory Group March 19, 2009
- Public Information Meeting April 1, 2009
- Citizens Advisory Group December 8, 2011
- Morada Area Association Meeting June 5, 2012
- Morada Area Council Meeting June 12, 2012
- **Public Information Meeting** **March 7, 2013**
- Public Hearing Summer 2013

Anticipated Project Schedules



Anticipate similar project schedules for both projects.

Next Steps



- Continue environmental studies and work on the draft environmental documents
- Continue engineering analysis and preparation of the draft project reports
- Prepare and distribute the projects' draft environmental documents for public review and comment
- Continue Public Outreach
 - Public Hearing (Summer 2013)

Contact Information

General Project Information

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Environmental Document Related

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Project Websites

Morada Lane: <http://www.dot.ca.gov/dist10/d10projects/moradalane/index.htm>
Eight Mile Road: <http://www.dot.ca.gov/dist10/d10projects/eightmileroad/index.htm>



Thank you for attending!

