



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

Welcome to the
Public Information Meeting

April 1, 2009





Presentation Goals

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

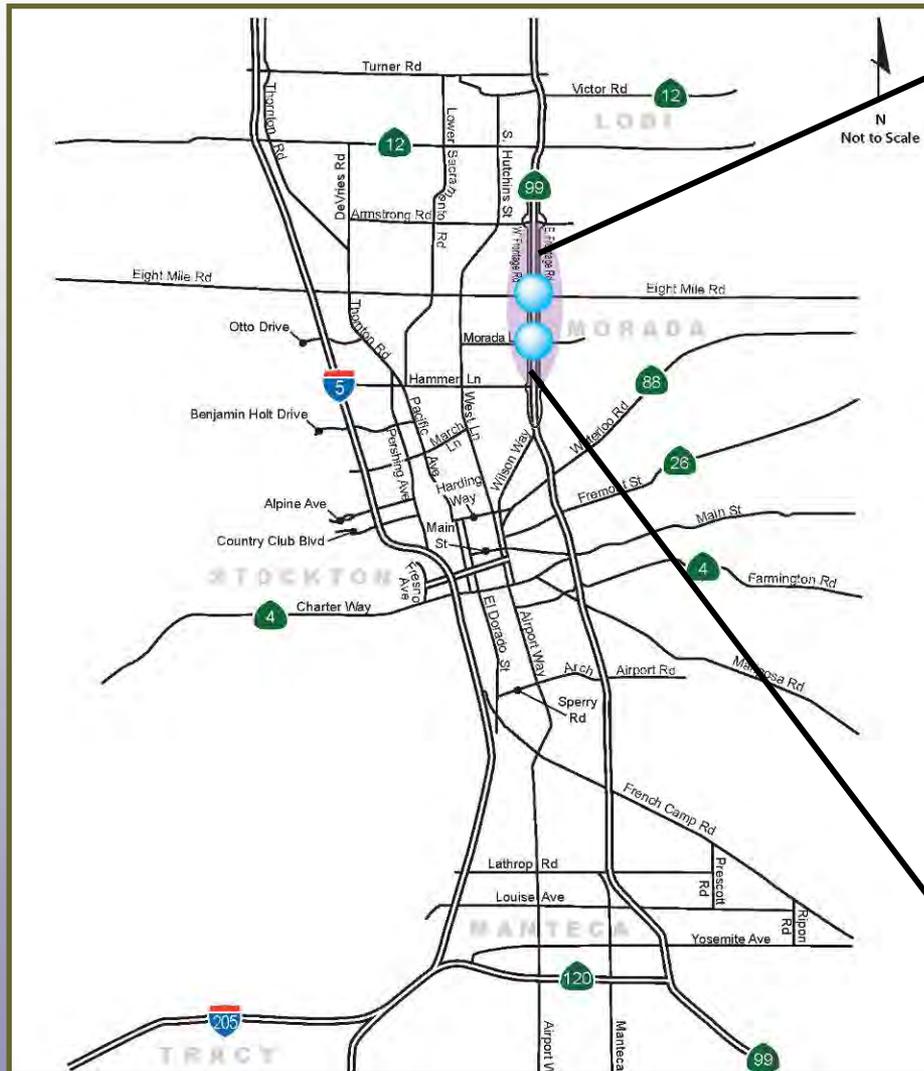
GAIN PUBLIC INPUT!



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 (Late Summer 2009)
- **Public and Agency Review & Comment**
 - **Comment period and Public Hearing (Fall 2009)**
- **Caltrans Review & Approval**
 - Final environmental document (Winter 2010)

Location of the Projects



↑
1.4 miles between
interchanges
↓





Projects Background



- Initial planning efforts led to Project Study Reports
 - SR 99 / Eight Mile Road PSR – January 5, 2007
 - SR 99 / Morada Lane PSR – May 30, 2007
- Project Study Reports 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

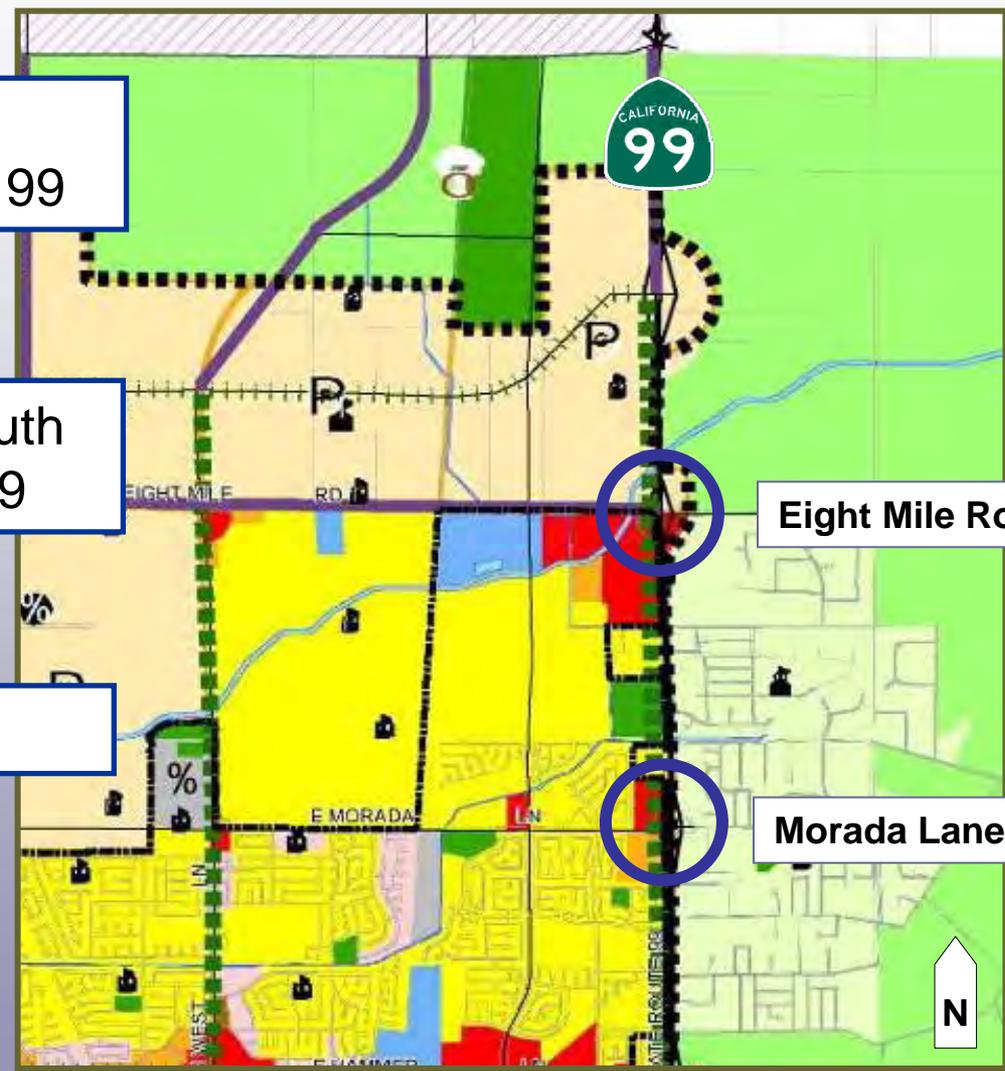
Projects Background



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



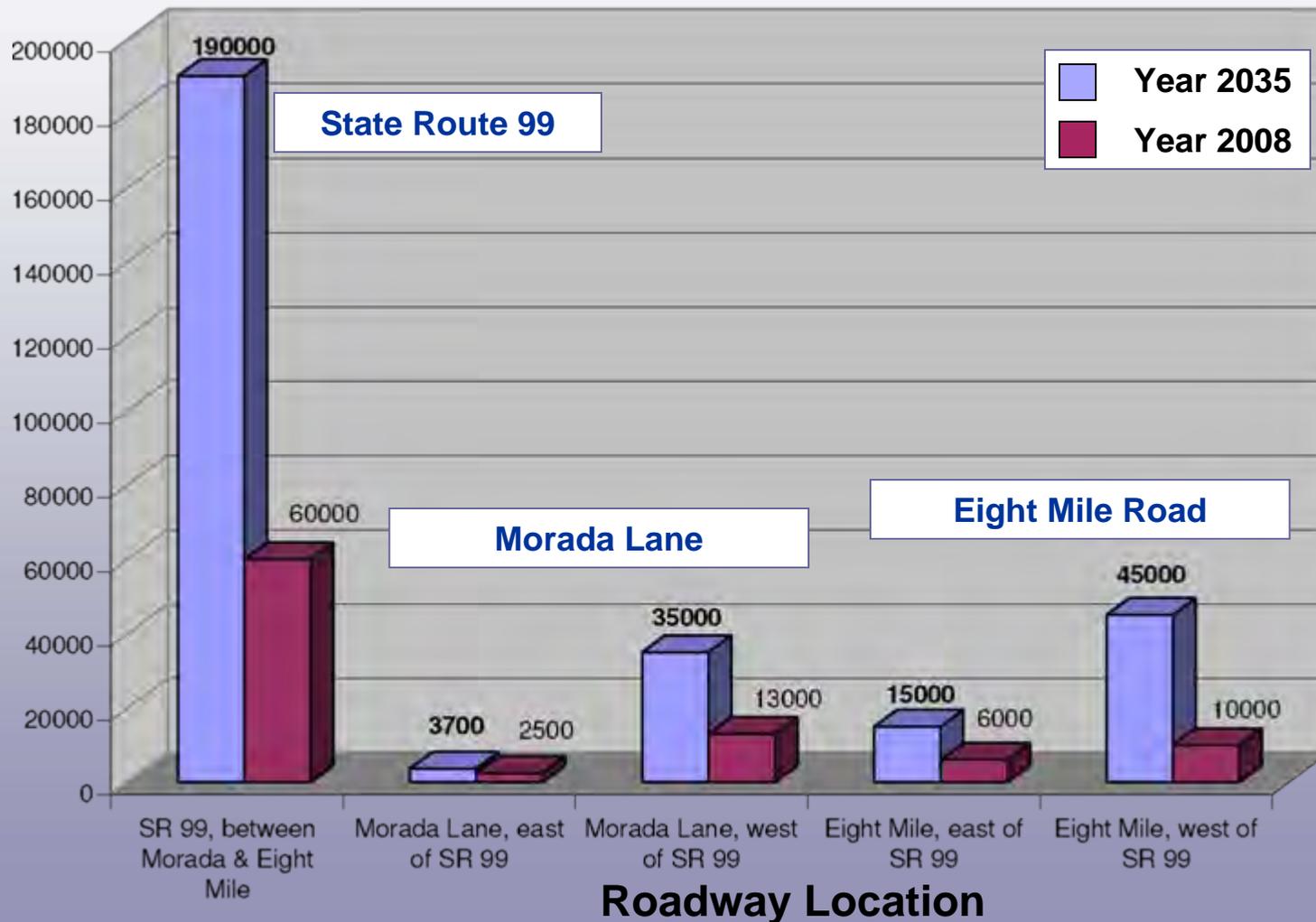


Traffic Growth



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

**Average
Daily
Traffic**





Purpose & Need



The purpose of the projects is to:

- Maximize the efficiency of the interchanges,
- Prevent degradation of the freeway ramp operations,
- Reduce traffic congestion and delay at the two interchanges,
- Improve traffic operations and safety,
- Improve City and County roadway operations,
- Improve pedestrian, bicycle and transit access, and
- Accommodate forecasted travel demand anticipated through the year 2035.

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 bike and pedestrian access
- Provide Park-and-Ride lot



Eight Mile Road Alternatives

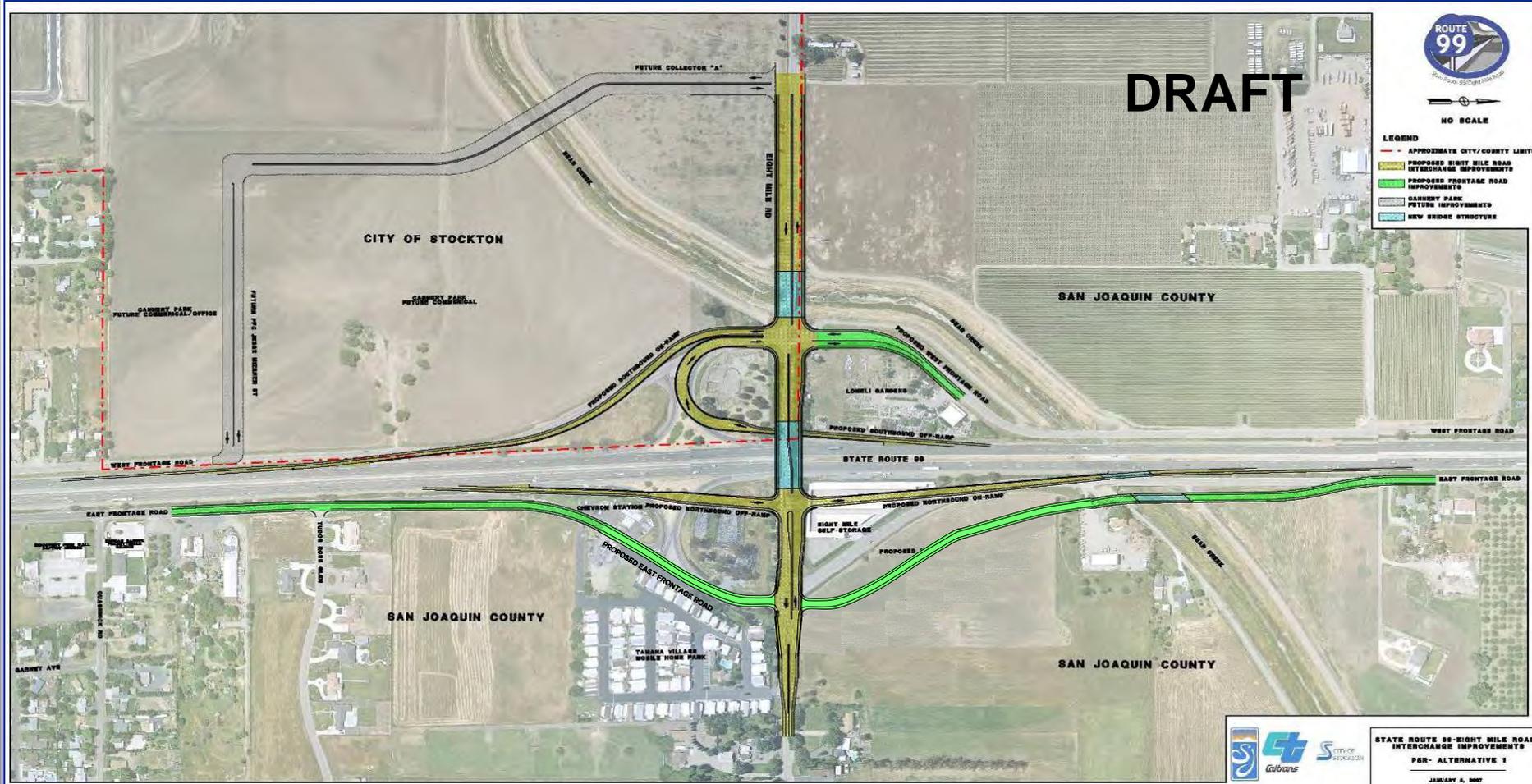
May 2008 Scoping Meeting – Concept Alternatives

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

Alternatives Development and Screening

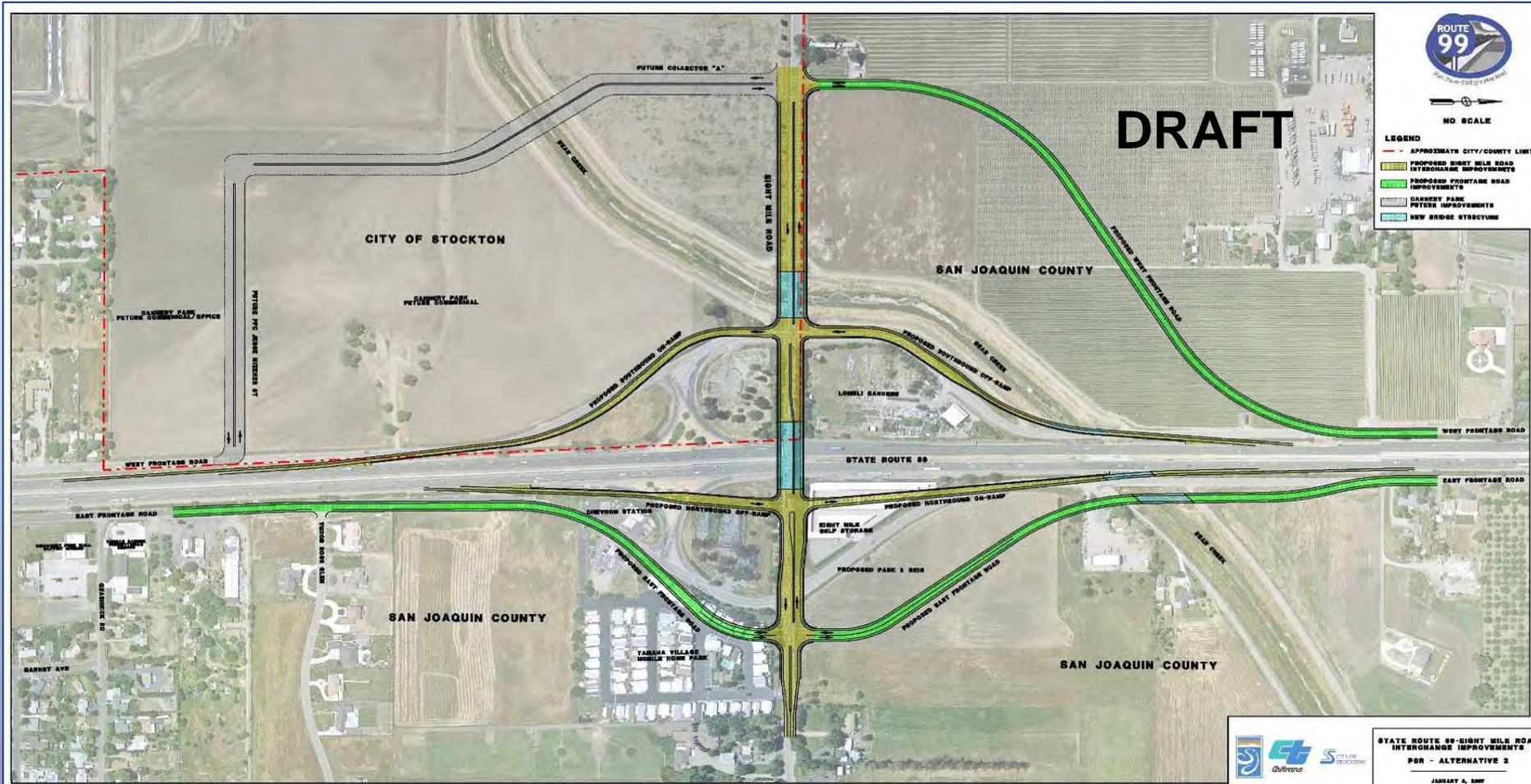
- No additional alternatives identified
- Alternative 1 – carried forward for further analysis
- Alternative 2 – dropped from further consideration
- Alternative 3 – carried forward for further analysis

Potential Improvements SR 99/Eight Mile Road Interchange



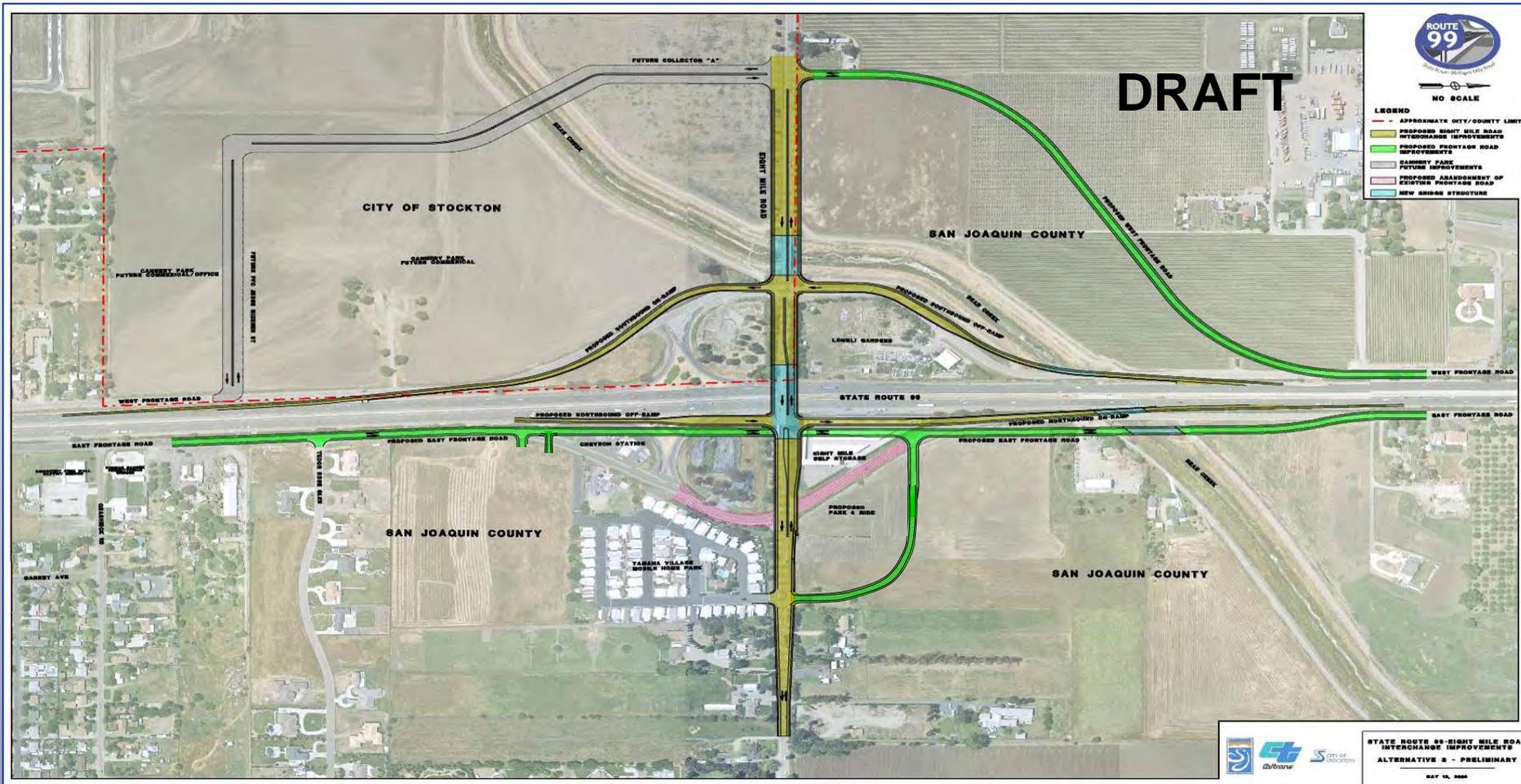
Alternative 1 - PSR Alternative 1 Under Alternative 1, the Eight Mile Road interchange would be widened and reconfigured to provide a diamond ramp configuration for the SR 99 northbound ramps and a loop ramp configuration for the southbound off-ramp. Cost Estimate - \$60 to \$70 million.

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 re-connect with Eight Mile Road east of the current East Frontage Road intersection. Cost Estimate - \$70 to \$85 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
- Nine alternatives identified
- Performed preliminary traffic and engineering analysis

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)

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 four alternatives

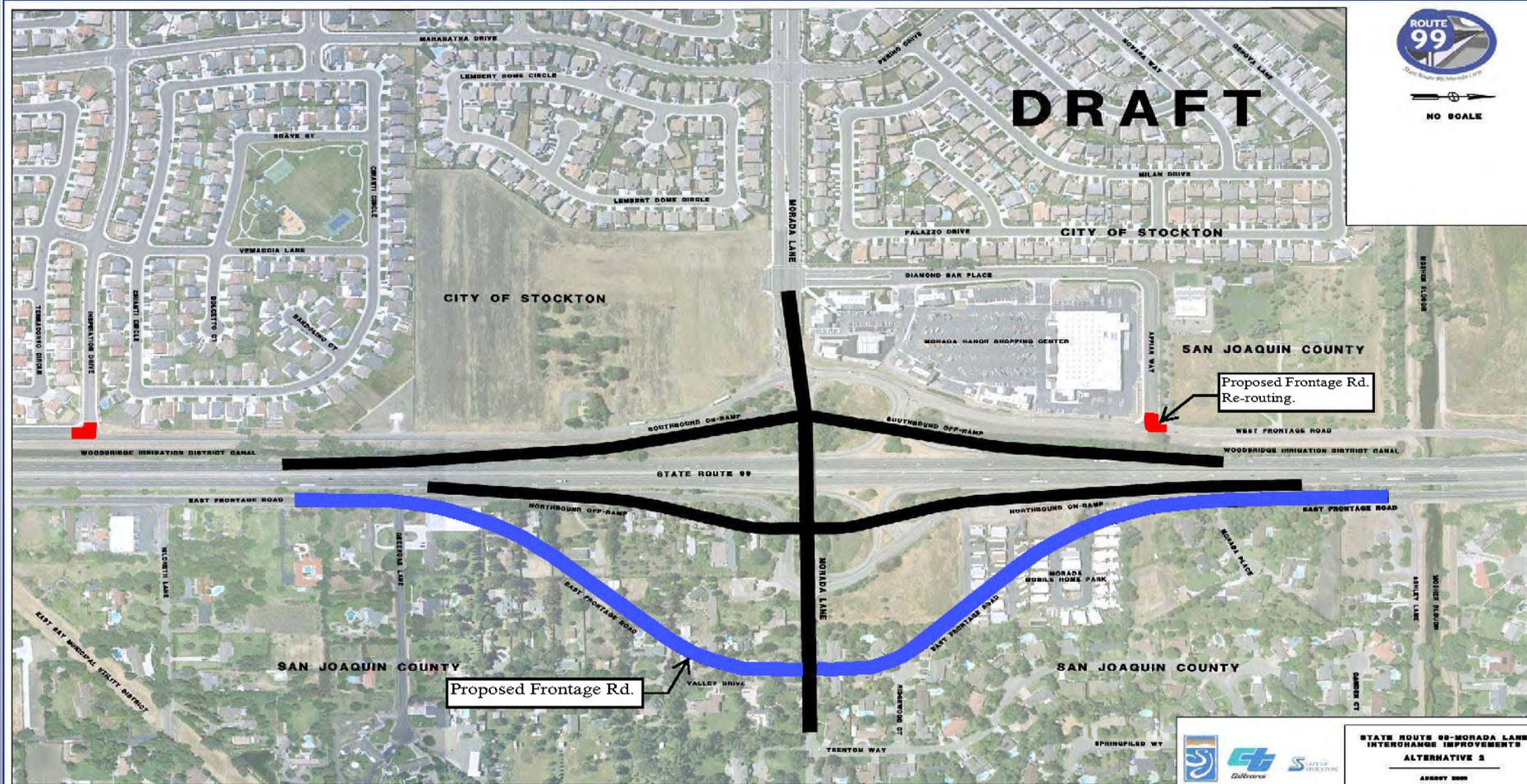
Potential Improvements SR 99/Morada Lane Interchange



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

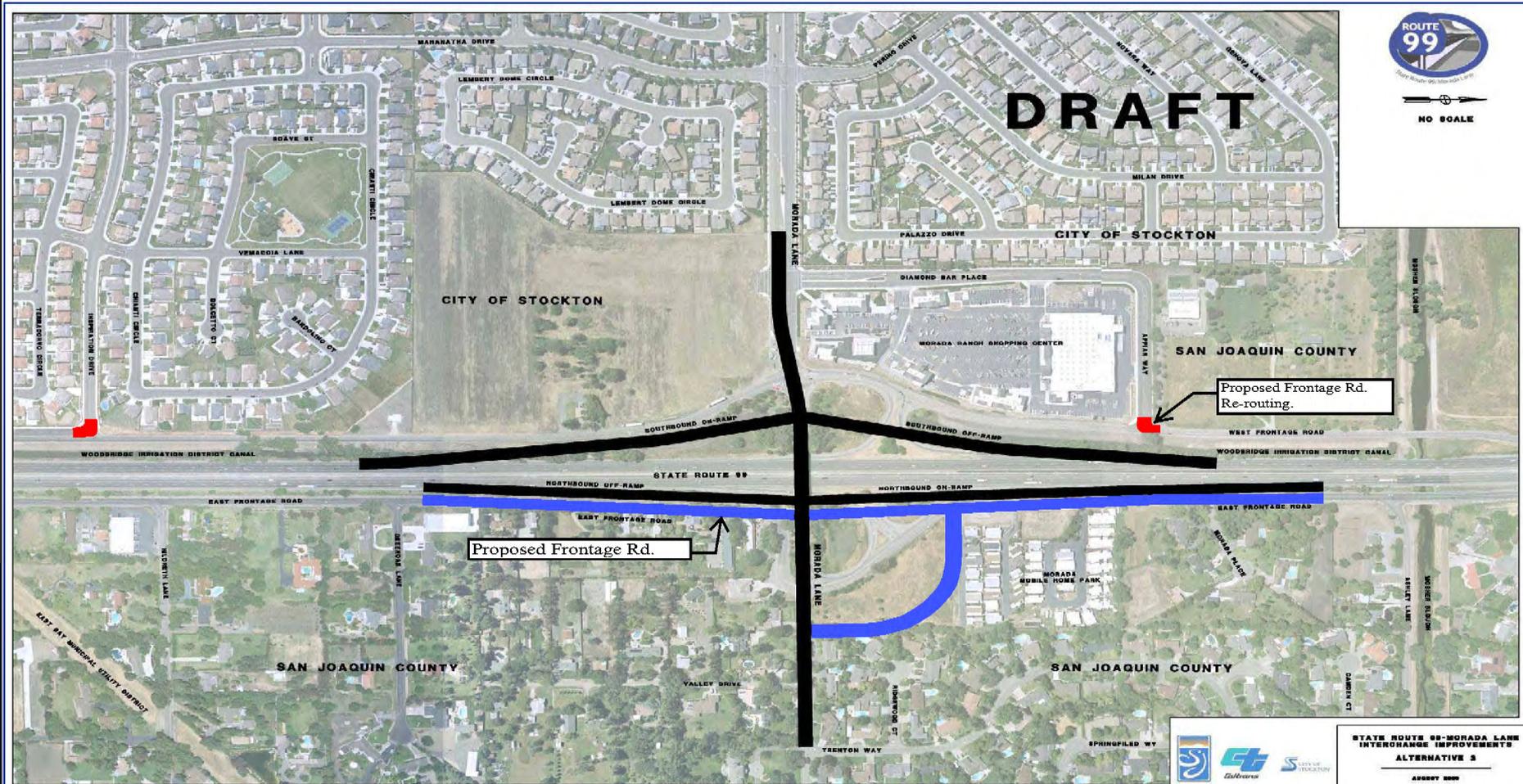


Alternative 2-PSR Alternative 2

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.

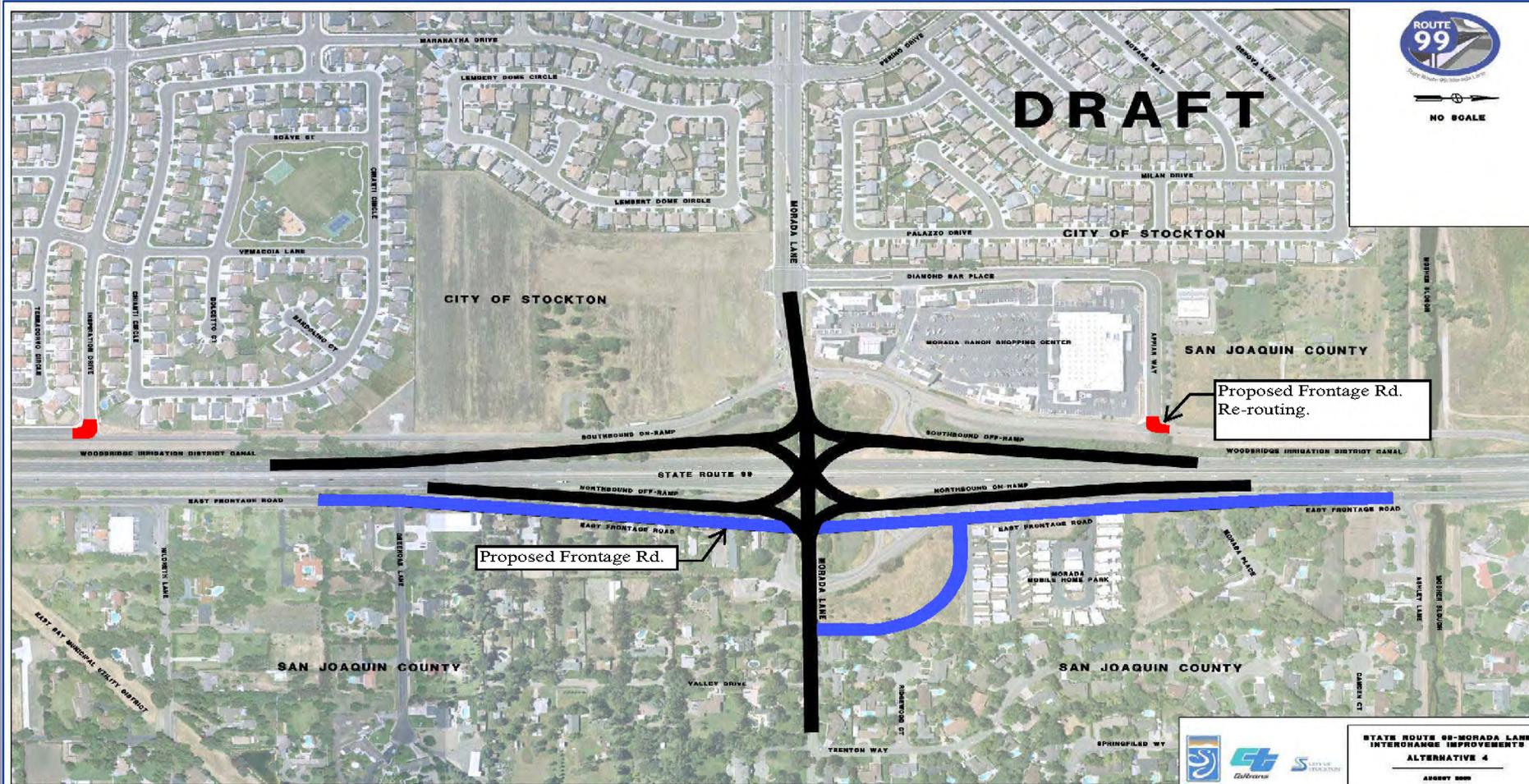
Dropped from further consideration.

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 re-connect with Morada approximately 300 feet east of the current East Frontage Road intersection. Cost Estimate - \$70 to \$80 million.

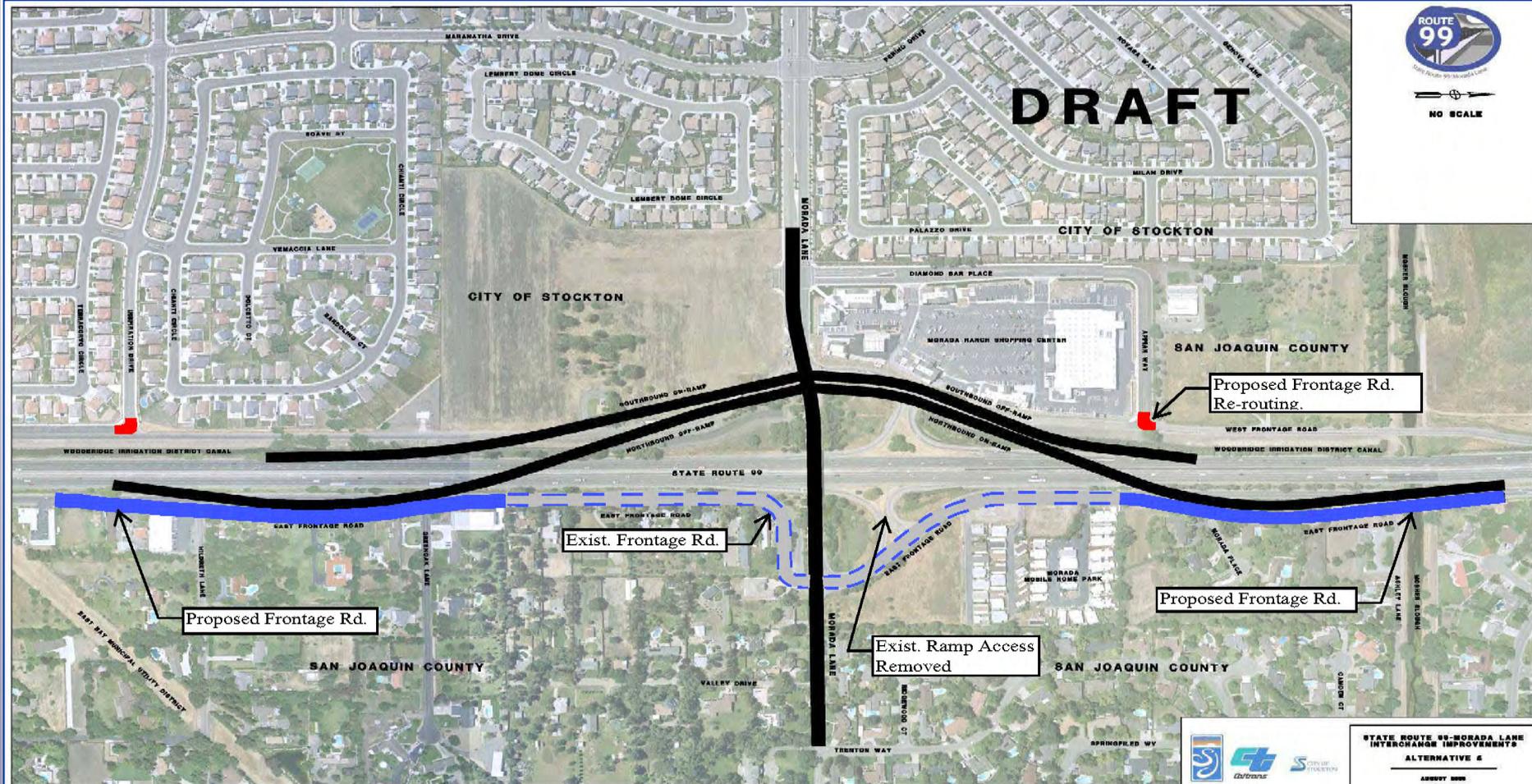
Potential Improvements SR 99/Morada Lane Interchange



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 - \$95 to \$110 million.

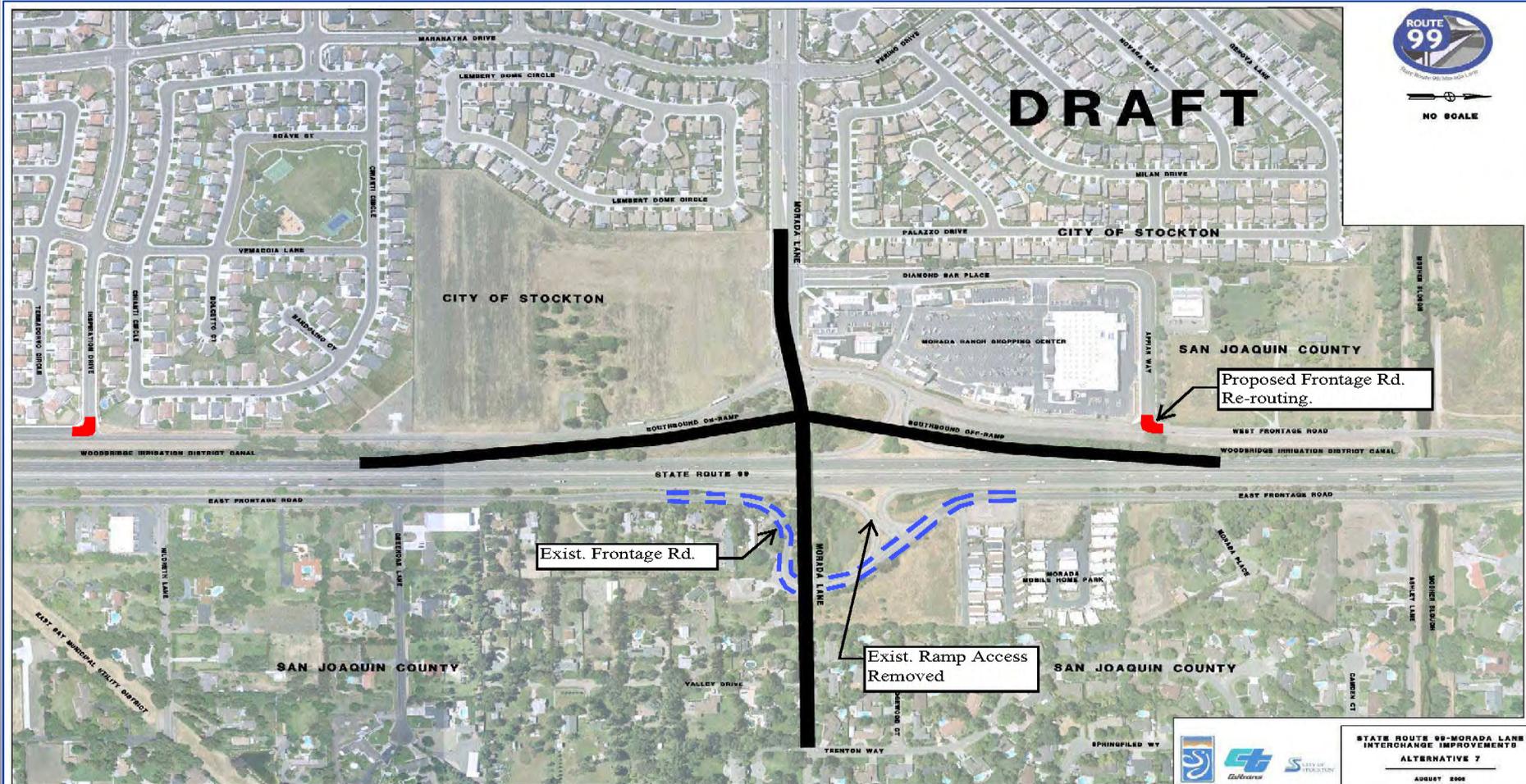
Potential Improvements SR 99/Morada Lane Interchange



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. Cost Estimate - \$75 to \$85 million.

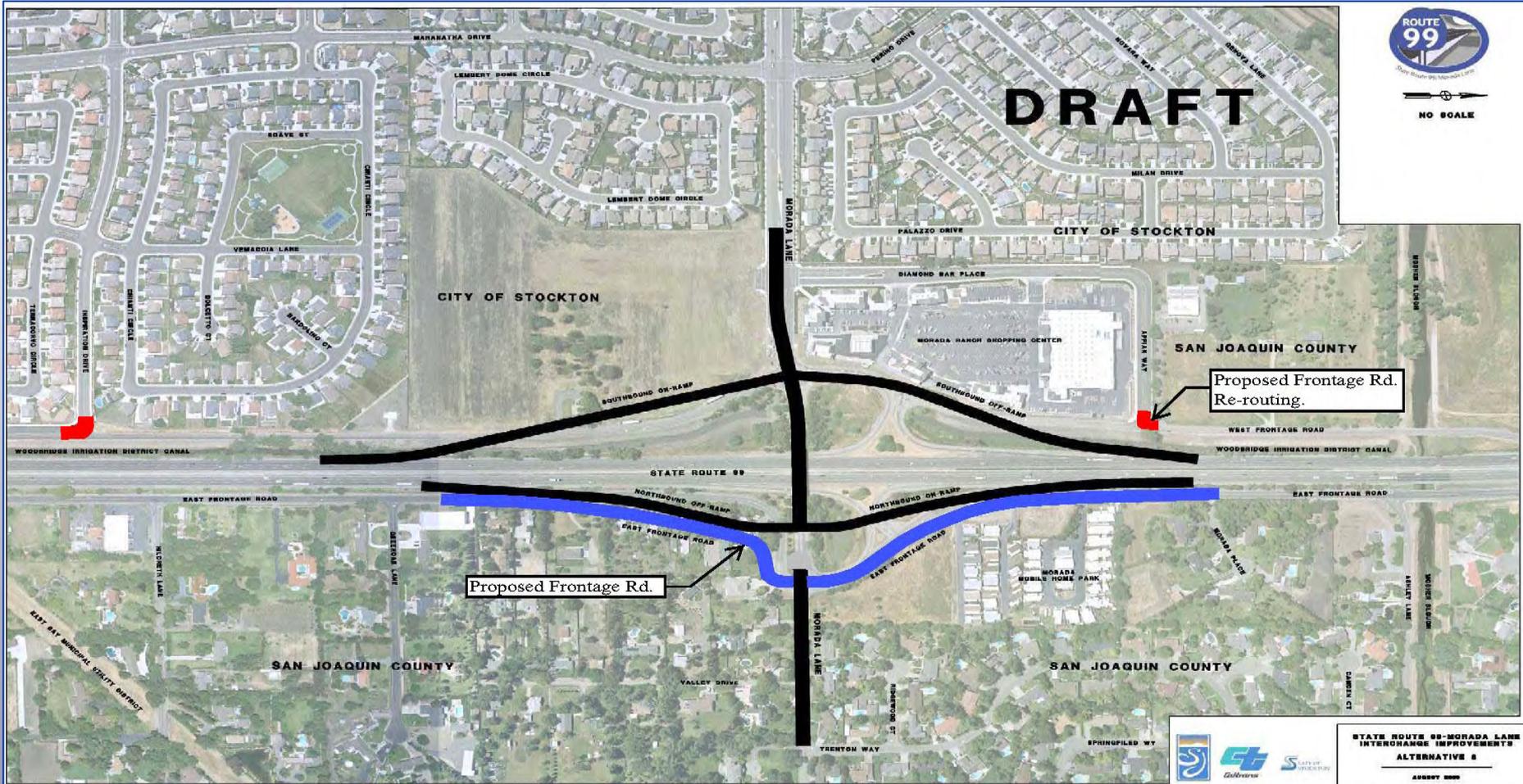
Potential Improvements SR 99/Morada Lane Interchange



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.

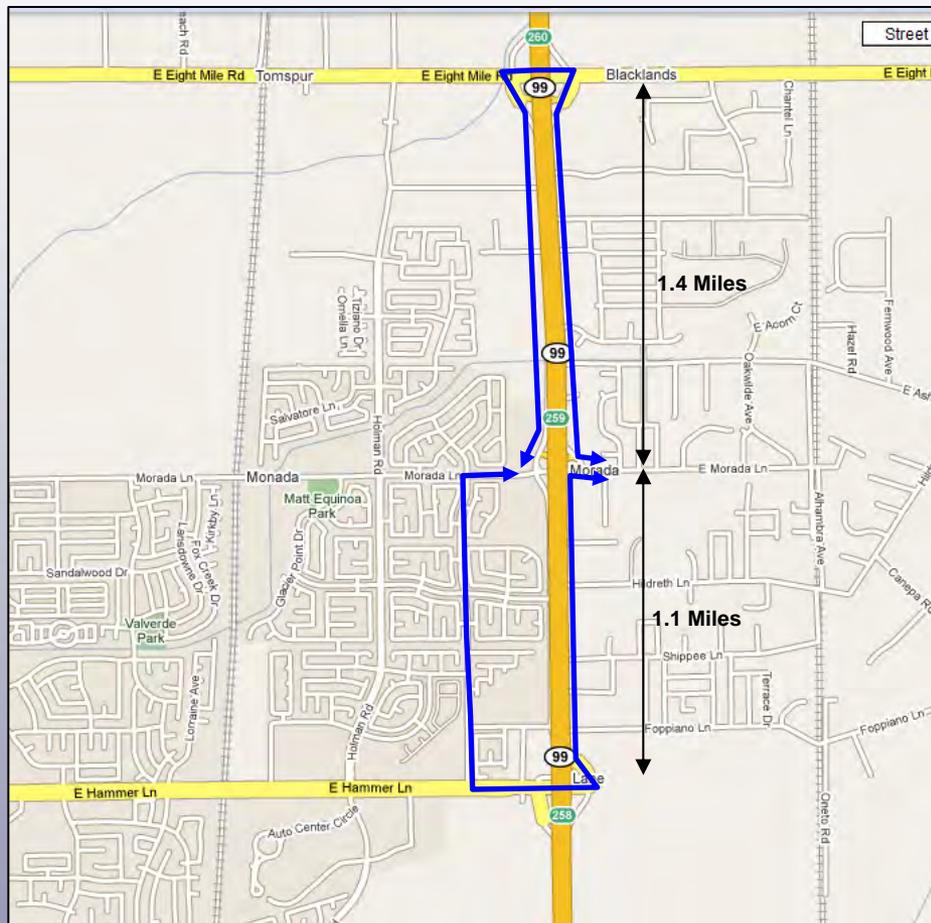
Potential Improvements SR 99/Morada Lane Interchange



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. Cost Estimate - \$60 to \$70 million.

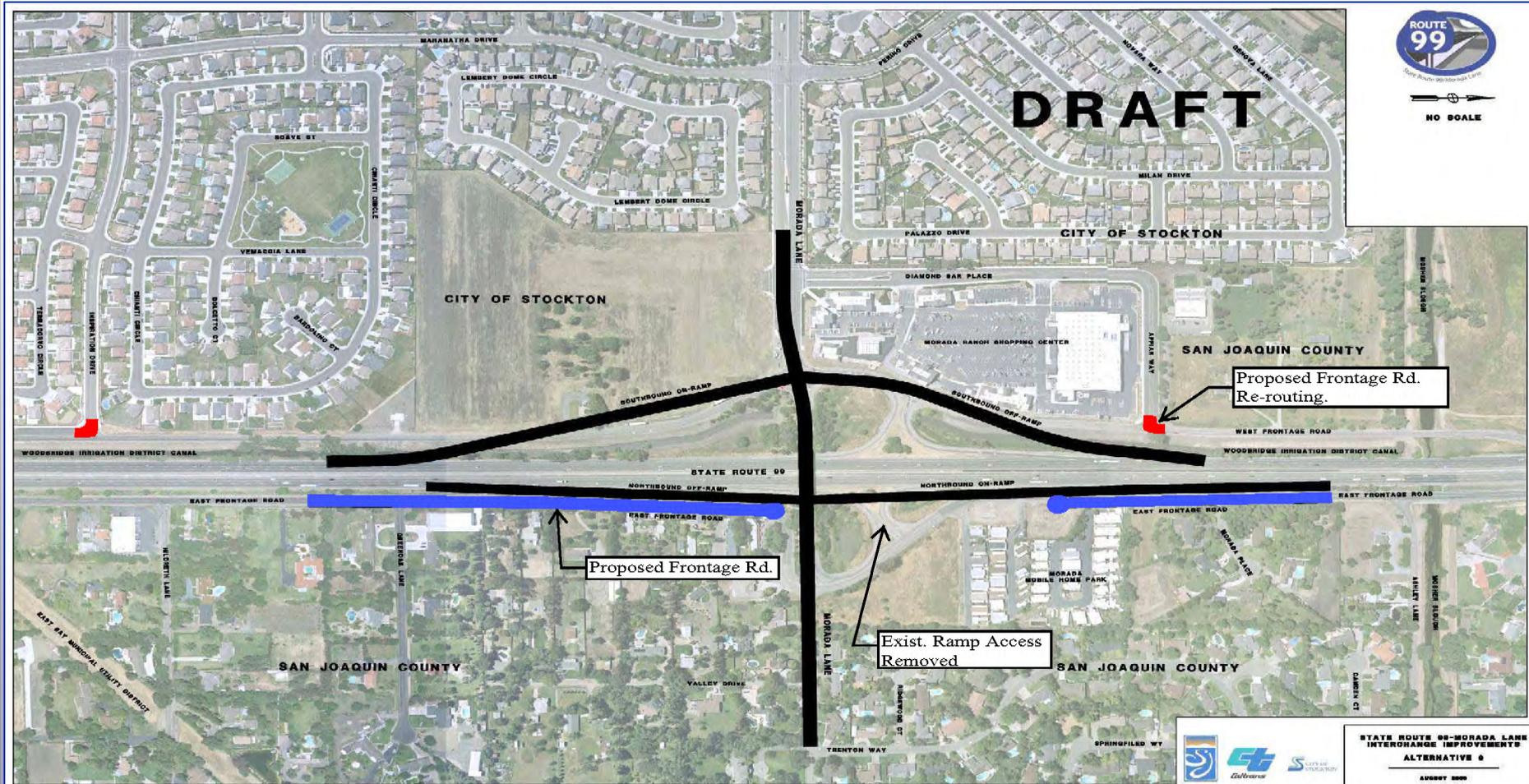


Alternative 8 Traffic Diversion



- 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 bike access



Environmental Process

- Scoping
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 - **Public Scoping Meeting (May 12, 2008)**
- Alternatives Analysis
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- Draft Environmental Document
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Environmental Issues to be Studied



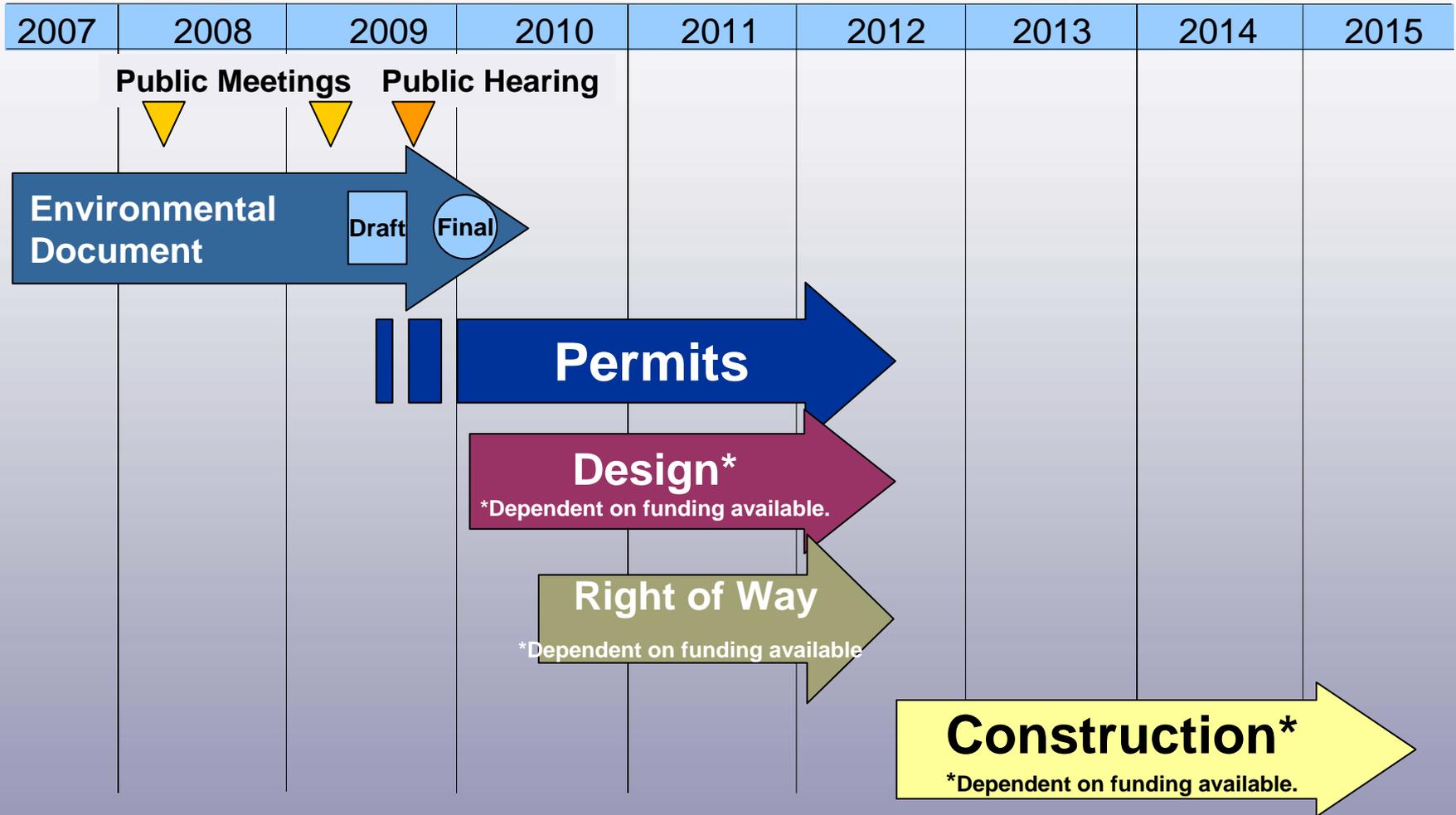
- Biological Impacts
- Water Quality/Hydrology Impacts
- Archeological/Cultural Studies
- Land Use Impacts
- Community Impacts
- Noise Impacts
- Air Quality Impacts
- Visual Impacts
- Traffic Impacts



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
- Public Hearing Winter 2009

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
 - Citizen Advisory Group
 - Public Hearing

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!

