



# State Route 99

## Corridor System Management Plan

### San Joaquin County Area

State Route 99 in San Joaquin County  
from the Stanislaus/San Joaquin County line  
to the San Joaquin/Sacramento County line.

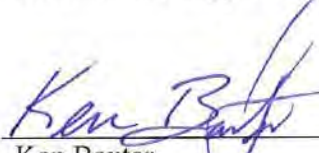
California Department of Transportation, District 10  
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September 2008

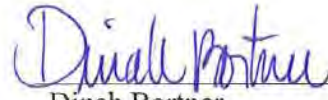
**State Route 99  
Corridor System Management Plan  
San Joaquin County Area**

**Recommend Approval:**

  
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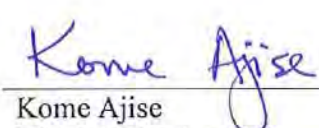
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**I approve this Corridor System Management Plan as the overall Policy Statement and Strategic Plan that will guide transportation decisions, investments, and system management of the State Route 99 Corridor.**

  
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# **Section 1 Introduction**

Corridor System Management Plans (CSMP) provide for the integrated management of travel modes and roadways in order to facilitate the efficient and effective movement of people and goods within our most congested transportation corridors. The corridor management planning strategy is based on the integration of system planning and system management. Each CSMP presents an analysis of existing and future traffic conditions and proposes transportation management strategies, capital and operational improvements to maintain and enhance mobility within each corridor.

CSMPs for State Route (SR) 99 were developed for defined corridor segments throughout two regions in California; beginning in the Central Valley region from Tulare, Fresno and Madera counties (District 6) through Merced, a portion of Stanislaus County, and San Joaquin counties (District 10), to the Northern Region in Sacramento, Sutter, Butte and Tehema counties (District 3). Each CSMP, including the *State Route 99 Corridor System Management Plan* (SR-99 CSMP) in the San Joaquin County area, was developed in concert with, and in consideration of the goals of respective State, local and regional agencies, including but not limited to local and regional mobility, transportation system connectivity, regional blueprint planning, context sensitive transportation solutions, and encouraging the use of alternative transportation modes to the single occupant vehicle.

## **1.0 Route 99 Background**

State Route 99 (SR-99) begins at Interstate 5 (I-5), near the base of the Tehachapi Mountains in Kern County, passes through the counties of Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin, Sacramento, and Sutter and ends at State Route 36 near Red Bluff in Tehama County.

SR-99 serves the primary population centers in the SJV as well as much of the rural agricultural areas. It is the major transportation backbone for the movement of agricultural products and other commercial goods, and also serves as a major link for recreation-bound traffic. SR-99 is the primary link that connects the SJV with the Sacramento metropolitan area and, via I-5, with the Southern California area. In its capacity as an interregional thoroughfare for the movement of people and goods, it is critical to the economic vitality of the State.

This SR-99 CSMP focuses on the urbanized areas of the cities of Manteca and Stockton extending north to the City of Lodi. The corridor is approximately 38.78 miles long, all within San Joaquin County. The CSMP limits begin at the Stanislaus County/San Joaquin County line near the City of Ripon continuing north through the cities of Manteca, Stockton, and Lodi to the San Joaquin County/Sacramento County line. This CSMP encompasses the existing urban land uses along SR-99 and identifies the transportation-related needs along the corridor for congestion relief, improvement in the movement of goods, and the promotion and enhancement of economic development.

## **1.1 Purpose and Need**

Over the next 30 years, California's population is expected to increase by an average of 500,000 residents per year. This means by 2020, the State's population will reach nearly 44 million, and by 2030, nearly 48 million. The preparation of this CSMP is a California Transportation Commission (CTC) requirement for the use of "Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006" funds, approved by the voters as Proposition 1B on November 7, 2006. The purpose of the CSMP is to reduce congestion within the SR-99 CSMP corridor limits, enhance safety, and to preserve the mobility gains of the Proposition 1B investments. Proposition 1B 99 Bond Act funds have been

allocated for two projects within the SR-99 corridor in San Joaquin County. The following projects located in San Joaquin County are partially funded through this program: *The SR-99 Manteca 6-Lane Widening Project – construction to begin March 2012 and the SR-99 South Stockton 6-Lane Widening Project – construction to begin June 2012.*

## **1.2 Stakeholder Participation**

The precise limits of the SR-99 CSMP in San Joaquin County area were determined through a collaborative cooperative process between District 10, San Joaquin Council of Government (SJCOG), City of Stockton, City of Lodi, City of Manteca, City of Ripon and local and regional agencies along the corridor.

The CSMP development team consists of representatives from Caltrans District 10 Planning, Traffic Operations, Traffic Safety, Maintenance, and Program Project Management. Team members also include representatives from the SJCOG, San Joaquin County, City of Lodi, City of Stockton, City of Manteca, City of Ripon, and the California Highway Patrol (CHP). Caltrans District 10 and SJCOG have signed a letter of intent to demonstrate the commitment to participate in this collaborative effort. The letter is included in the Appendix as Figure 1.

The development and successful implementation of this CSMP is dependent upon the close participation and cooperation of all major stakeholders. A project development team of key stakeholders has been formed and is meeting periodically to discuss, provide technical assistance, review, and comment on the development of the CSMP.

## **1.3 What is a Corridor System Management Plan?**

A transportation corridor is not limited to the highway but encompasses all jurisdictions and transportation components. This includes the highway system, major local parallel arterials, local road intersections, ramps and ramp meters, signal controls, transit, bicycle, pedestrian and rail. A CSMP identifies the recommended management strategies for a given transportation corridor. Section five of the CSMP provides one unified concept for managing, operating, improving, and preserving a corridor across all modes and jurisdictions for the highest productivity, mobility, reliability, accessibility, safety and preservation outcomes.

The CSMP allows the State, along with the regional agencies and local jurisdictions, to manage and operate the transportation corridor for the highest sustained productivity and reliability based on the assessment and evaluation of performance measures. This represents a shift from the traditional approach of identifying localized freeway problem areas and finding solutions that are often expensive and focused on capital improvements. The CSMP approach places greater emphasis on performance assessments and operational strategies that yield higher benefit-to-cost results.

## **1.4 Consistency with the Governor's Strategic Growth Plan**

The Governor's *Strategic Growth Plan* is designed to decrease congestion, improve traveler times, and increase safety while accommodating future growth. Corridor productivity can only be restored and maintained through a coordinated planning and management effort of all transportation partners. This

CSMP identifies a number of elements essential to this goal. The “System Management Pyramid” In Figure 1.4 can best visualize these elements. Each element, while represented separately, works as an essential part of the whole.

**FIGURE 1.4: THE SYSTEM MANAGEMENT PYRAMID**



**System Management Strategy**

**1.4.1 System Monitoring and Evaluation**

The basic foundation of successful system management is system monitoring and evaluation. This is accomplished through comprehensive performance assessment and analysis. Understanding how a corridor performs and why it performs the way it does is critical to developing appropriate strategies.

The first step in this effort is to analyze the system that we now have available. This includes the identification of current bottlenecks (areas of congestion), their causes, and the impact that these bottlenecks (areas of congestion) have on the whole of the corridor.

The SR-99 CSMP evaluates congestion, delay, safety, and performance of the corridor by analyzing the existing and future level of service (LOS) and accident rates on the corridor. The CSMP also includes the expected benefits from the Proposition 1B, 99 Bond Act projects (Manteca Widening and South Stockton Widening).

The CSMP also includes a list of improvements that are already identified in programming and planning documents that impact SR-99. It is expected that improvements proposed by the CSMP development team will be evaluated and considered at the next available update of planning and programming processes.

#### **1.4.2 Maintenance and Preservation**

Maintaining an optimal system will require the participation of all partners. The corridor does not operate in isolation, but is part of an overall transportation/circulation network. All transportation partners must work together to determine the best strategies to maximize operations of the entire system.

#### **1.4.3 Smart Land Use, Demand Management/Value Pricing**

Land use decisions are the prerogative of local government. These decisions impact the transportation system. Appropriate planning can reduce this impact. Preserving right-of-way to allow for future, planned, capacity-enhancing projects will reduce the time to deliver projects and their overall price. Approving developments that are compatible with an adjacent or nearby transportation system, be it a freeway, airport, or transit station, may help to protect the system.

The extent of the usefulness of demand management strategies, and which ones will be most effective, will be part of the process of describing the current system and the current ITS components available on the system. Demand management strategies may be more available to the corridor in the future, depending on the priority placed on ITS by Caltrans and the partner agencies.

#### **1.4.4 Intelligent Transportation Systems/Traveler Information/Traffic Control/Incident Management**

ITS improves efficiency for the traveling public through the innovative use of traffic control, traveler information and improved incident management. Real time traveler information allows travelers to make more effective decisions regarding trip timing, route choices and mode selection. Traffic control reduces congestion through the use of technologies, such as system ramp metering, collision warning systems and advanced traffic management systems. Incidents are the primary cause of unexpected and variable delay. Improved incident management reduces congestion and traveler delay.

#### **1.4.5 Operational Improvements**

Operational improvements such as the use of auxiliary lanes, ramp improvements, improved signs and lighting systems, and other system refinements reduce delay, preserve and enhance performance. The net result is improved traffic operations.

#### **1.4.6 System Completion and Expansion**

System completion and expansion provides the connectivity originally envisioned for the State Highway System (SHS) and expands the overall capacity of the transportation system to accommodate growing demands. These projects include the addition of new highway or roadway lanes, transit facilities and other projects. While this item is at the top of the System Management Pyramid, the process of system management does not stop here. Effective system management will be an ongoing process, and may in fact begin all over again at the bottom of the pyramid. New needs will be identified; new technology available, and Caltrans and the local partners will need to remain flexible and responsive. The CSMP is a living document and must remain flexible and responsive, with updates as necessary.

## **Section 2 Corridor Definition**

The SR-99 corridor is a high capacity north-south facility that provides a consistent high level of service for interregional movement and connectivity of people and goods to and through the urban and rural areas of the central and north part of the state. The corridor is also a major connector to all east/west routes throughout the SJV (SJV), providing a convenient north/south linkage for commuter and recreational traffic between the San Francisco Bay Area and the Sierra Nevada Mountains.

SR-99 is part of the National Highway System (NHS) and is one of ten Focus Routes identified in the State's Interregional Transportation Strategic Plan (ITSP). The Route is the most important transportation corridor in the SJV, and it is the only highway, which links the major SJV urban areas. SR-99 is a critical corridor for freight movement with truck volumes comprising twenty to thirty percent of total traffic (ITSP Focus Routes).

### **2.0 Corridor Limits**

The CSMP begins at the Stanislaus County/San Joaquin County line and continues to the San Joaquin/Sacramento County line. The CSMP corridor is 38.78 miles long traversing through the cities of Ripon, Lathrop, Manteca, Stockton and Lodi. Caltrans, District 3 in Marysville is also developing a CSMP of SR-99 within the boundaries of District 3. For consistency, the CSMP efforts have been coordinated across jurisdictional boundaries.

### **2.1 Corridor Width – CSMP Sphere of Influence**

In further defining the CSMP corridor, all parallel facilities within one-mile parameter of SR-99 and all modes of transportation serving SR-99 will be included. Transit lines run the entire length of the CSMP corridor, there are six park and ride lots along the corridor, and the Stockton Metropolitan Airport and major inter-modal facilities are in close proximity. SR-99 connects with SR-120 in Manteca to serve as the major connector to I-205/I-580 and to the San Francisco/San Jose/ Bay Area with additional connections via SR-12 in Lodi and SR-4 in Stockton. A description of the land uses located within the SR-99 corridor sphere of influence and development projects impacting the CSMP corridor are provided in Section 2.8 on page 26.

### **2.2 Corridor Function**

SR-99 is considered the “Main Street” of the San Joaquin Valley (SJV) and a corridor of statewide and national significance. SR-99 serves an essential connectivity function throughout the SJV. Urban areas tend to be widely separated from one another and SR-99 provides the conduit for travel between many of these communities. The SJV is tied primarily to agricultural production, and SR-99 serves as a “farm-to-market” transportation route. The facility provides mobility of goods and services in a north-south direction throughout the Valley. It is used by interregional travelers, commuters, recreational travelers, and to move goods by truck and rail. SR-99 faces many challenges now, and in the years ahead. The most significant of these include: increases in Annual Average Daily Traffic (AADT) and truck traffic, encroaching development, and lack of adequate funding. In San Joaquin County the AADT on SR-99 ranges from 64,000 to 118,000 with trucks constituting 13.3 – 14.4 percent of the AADT in some sections.

## 2.2.1 Corridor Designation

SR-99 is on the Freeway and Expressway System in its entirety and is part of the NHS. It is on the national network of the Surface Transportation Assistance Act (STAA), it is an Intermodal Corridor of Economic Significance (ICES) between I-5 South of Bakersfield and SR-50 in Sacramento, and it is designated a “Priority Global Gateway” for goods movement in the Global Gateways Development Program. SR-99 is a designated Strategic Highway Network (STRAHNET) route. The Department of Defense has identified STRAHNET routes as critical for supporting defense requirements and they are mandatory components of the NHS.

SR-99 is identified as a High Emphasis, Focus Route on the Interregional Road System (IRRS), making it eligible for Interregional Improvement Program (IIP) funding as part of the State's 25% share of STIP funds. The Focus Route designation is the highest category of importance on the IRRS. This designation highlights just how critical SR-99 is to interregional travel and the State as a whole. Refer to Table 2.2.1 for additional information on SR-99 corridor classification and designation.

**Table 2.2.1.: Corridor Designation**

Segment	STA/SJ Co. Line to SR-120 W (Manteca Bypass) PM 00.00/05.82	SR-120 W. (Manteca Bypass) to SR-120 E. PM 5.82/06.65	SR-120 E. (Yosemite Ave) to Mariposa Rd. PM 06.65/16.69	Mariposa Rd. to Jct. SR-4 (Crosstown) PM 6.69/18.68	Jct. SR-4 (Crosstown) to Jct. SR-26 E. PM 18.68/19.29	Jct. SR-26 E to .22 miles S. of Hammer Ln. PM 19.29/22.90	.22 mile S. of Hammer Ln. to Jct. SR-12 W. PM 22.90/29.49	Jct. SR-12 W. to SJ/SAC Co. Line PM 29.49/38.78
<b>Functional Classification</b>	Principal	Principal	Principal	Principal	Principal	Principal	Principal	Principal
<b>Rural/Urban/Urbanized</b>	Urban	Urban	Urbanized	Urbanized	Urbanized	Urbanized	Urbanized	Urbanized
<b>National Highway System (Y/N)</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Freeway/ Expressway System (Y/N)</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>Regionally Significant (Y/N)</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>STRAHNET (Y/N)</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
<b>IRRS (Yes:HE=High Emphasis, F=Focus, HE/F)</b>	HE/F	HE/F	HE/F	HE/F	HE/F	HE/F	HE/F	HE/F
<b>National Truck Network (Yes: STAA, TA = STAA)</b>	STAA	STAA	STAA	STAA	STAA	STAA	STAA	STAA
<b>Scenic (Yes: OD=Officially Designated, E=Eligible) or No</b>	No	No	No	No	No	No	No	No
<b>Bike Use Allowed (Y/N)</b>	No	No	No	No	No	No	No	No
<b>STRAHNET:</b> Strategic Highway Network <b>IRRS:</b> Interregional Road System <b>NTN:</b> National Truck Network <b>LOS:</b> Level of Service								

## 2.2.2 SR-99 Interstate Status

In August 2005, legislation was enacted that designated the section of SR-99 from Bakersfield to Sacramento as a potential future Interstate corridor. The statutory language is contained in Section 1304 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). At this time, it is unclear how the existing non-standard features on SR-99 would be treated if it were to be added to the Interstate system. The regulations do make a “provisional” Interstate designation available, provided that the facility is brought up to standards within 25 years. Recently, the SJV Regional Transportation Planning Agency (RTPA) Executive Directors approved the development of a study to determine the economic benefit of designating SR-99 as an Interstate corridor.

## **2.3 Existing Facility**

Within the CSMP corridor, SR-99 is a six-lane freeway from the Stanislaus County/San Joaquin County Line to SR-120 in Manteca, a four-lane freeway to SR-4 in Stockton, a six-lane freeway to SR-12 in Lodi, and a four-lane facility to the San Joaquin County/Sacramento County Line. Projects are currently programmed to widen the entire facility to six lanes except the segment from .75 miles north of to the county line to the north.

### **2.3.1 Existing Route Concept Facility and Rationale**

The Interregional Transportation Focus Route concept for the entire SR-99 route is to provide a four to eight lane freeway from south of Bakersfield to the Route 99/70 junction. The concept LOS for the 20-year planning horizon for the corridor is “C” in rural areas and “D” in urban/developed areas (ITSP Focus Routes).

## **2.4 CSMP Transportation Network**

The CSMP transportation network includes all modes of transportation: The State highway system, major connecting arterials and parallel roads, rail and transit, Park and Ride lots, and bike and pedestrian routes. Table 2.4 and Figure 2.4 on page eight and nine illustrate the transportation network that serves the SR-99 corridor.

### **2.4.1 State Highways, Connecting Routes**

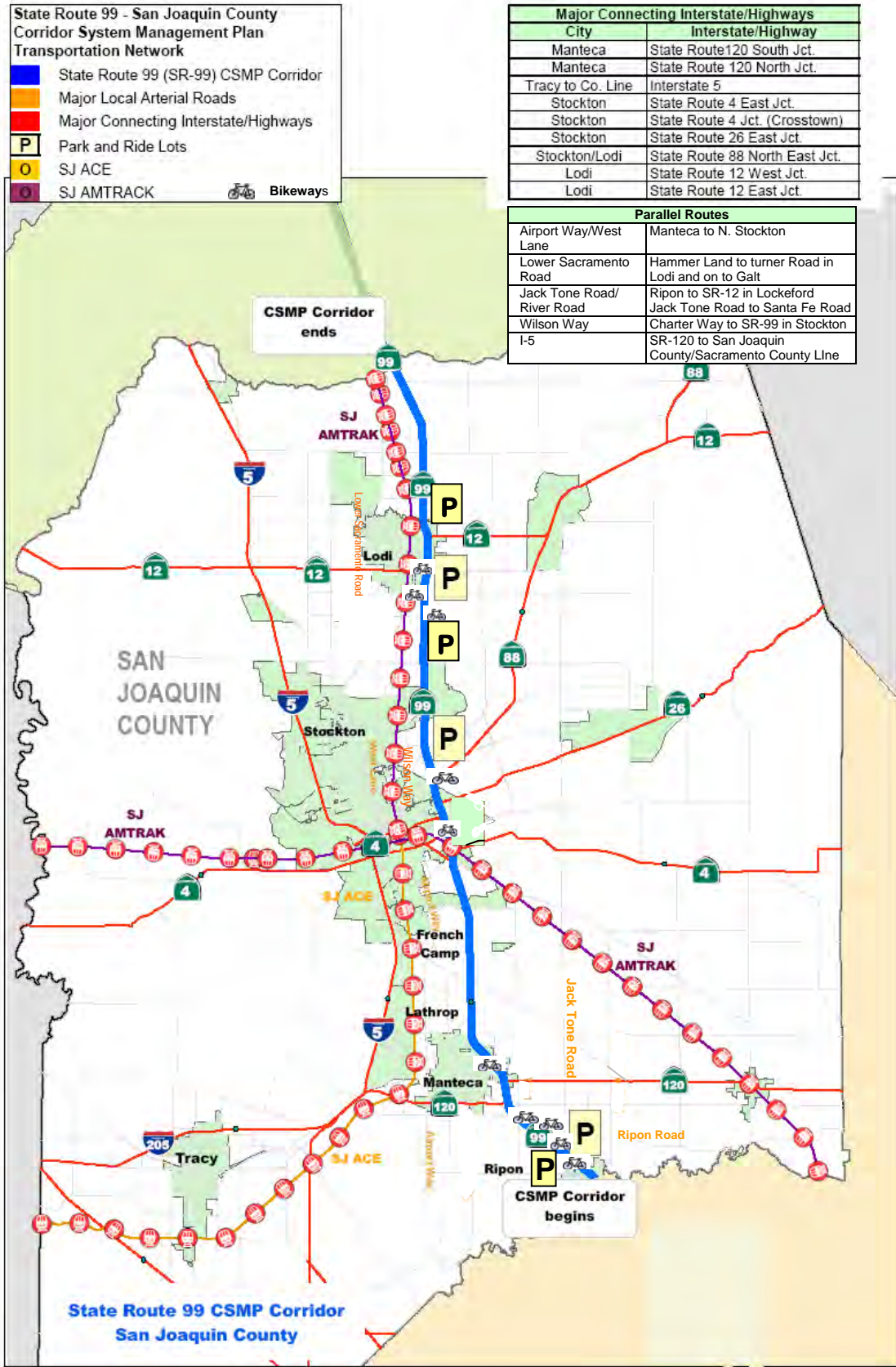
State highways serve to facilitate faster travel between adjacent cities and for longer distance inter-regional travel. The following interstates and highways connect with SR-99 along the CSMP corridor:

- Interstate 5 (I-5) alignment parallel to the CSMP corridor throughout the San Joaquin County.
- State Route 120 (SR-120) with the south and north junctions in Manteca.
- State Route 4 (SR-4) with the east junction and the junction at the Crosstown in Stockton.
- State Route 12 (SR-12) with west and east junctions in Lodi.
- State Route 26 (SR-26) with the east junction in Stockton.
- State Route 88 (SR-88) with the north/east junction in Stockton.

SR-120, SR-4, and SR-12 serve as a gateway connection between the SJV and the Bay Area. SR-4 and SR-12 link the east and west sides of the county and also have segments connecting I-5. SR-26 and SR-88 serve traffic in the central and northeast portion of the County linking travelers to Calaveras and Amador Counties.



**FIGURE 2.4: SR-99 CSMP Transportation Network Map**



## **2.4.2 Major Parallel Roadways**

Although there are no continuous parallel facilities that serve the SR-99 corridor within the one-mile parameter, the CSMP project development team has identified facilities that are currently recognized in the Draft 2008 San Joaquin Regional Expressway Study as regional facilities serving the State highway system. The San Joaquin Regional Expressway Study identifies the following facilities as regional expressway alignments. For CSMP purposes, they are considered parallel facilities that serve SR-99:

### Airport Way / West Lane

This parallel roadway runs south to north on the west side of the SR-99 CSMP corridor. The roadway is a major arterial in San Joaquin County, serving the cities of Manteca, Stockton, and Lodi, as well as agricultural areas between the cities. The roadway begins as Airport Way south of Manteca and travels north into Stockton. In Stockton, the name of the road changes to West Lane at Harding Way.

This parallel roadway continues through northern Stockton as West Lane to SR-12 (Kettleman Lane) in Lodi. Airport Way/West Lane is a designated flammable liquid route. The designation stops between Harding Way and Charter Way.

### Lower Sacramento Road

This parallel roadway is a major arterial in San Joaquin County, serving the cities of Stockton and Lodi. Lower Sacramento Road runs south to north on the west side of the SR-99 CSMP corridor from West Hammer Lane to Turner Road in Lodi and on to Galt.

### Jack Tone Road/River Road

Jack Tone Road is a parallel roadway that runs south to north on the east side of the SR-99 CSMP corridor. The roadway is a major arterial in San Joaquin County. It begins south of the CSMP corridor in the City of Ripon at SR-99 and continues north serving rural San Joaquin County to SR-12 in Lockeford. Jack Tone Road is designated as a STAA route to Eight Mile Road, and is an important farm to market truck route, as well as being heavily used for local and interregional trips. The City of Ripon has identified River Road as a major route that serves east west travel from SR-99 providing an alternate route to destinations in eastern San Joaquin County. River Road also connects with McHenry Avenue and Santa Fe Road providing alternate connections across the Stanislaus River to destinations in southern Stanislaus County.

### Wilson Way

This parallel roadway runs south to north on the west side of the SR-99 CSMP corridor. Wilson Way is the only local parallel facility that directly connects with SR-99 in the Stockton area. The roadway begins at Charter Way in the south and ends at SR-99 just south of the interchange at Hammer Lane. It is the preferred alternative local road if SR-99 needed to be closed at any point between the Wilson Way interchange on the north and the Mariposa Road interchange in the south.

Wilson Way is designated a City STAA truck route. Airport Way/West Lane is a designated flammable liquid route. Where the designation stops between Harding Way and Charter Way trucks are routed onto Wilson Way. Southbound trucks are routed onto Wilson Way further north (at Alpine Avenue), due to curb radii restrictions.

I-5

I-5 is also considered a parallel facility serving SR-99 as a reliever for traffic avoiding delays or congestion on SR-99 from SR-120 in Manteca to the San Joaquin County Line. There is also a freeway-to-freeway connection at SR-4 west (Crosstown) in Stockton.

Frontage Roads

The frontage roads along SR-99 have not been included in the CSMP since they are fragmented and do not properly serve SR-99 for an extended distance along the corridor. It is recommended that local and regional agencies consider the connectivity of existing and construction of new frontage roads in future commercial and residential development along SR-99. Table 2.4.1 provides the most recent available peak hour volumes and LOS for the parallel roadways currently serving SR-99 in San Joaquin County.

**Table 2.4.2.: Major Parallel Roadways**

Airport Way/West Lane			Lower Sacramento Rd.			Wilson Way			Jack Tone Road			I-5			
Segment	Peak Hour	LOS	Segment	Peak Hour	LOS	Segment	Peak Hour	LOS	Segment	Peak Hour	LOS	Segment	2006 Peak Hour Volumes	LOS	
Morada Lane to Eight Mile Rd.	1377	C	Harney Lane to Turner Road	2020	D	Charter Way to SR-99	1270	D	SR-26 to SR-12	321	C	I-5/I-205 Jct. to San Joaquin River	11500	E	
Hammer Lane to Morada Lane	1929	C	Eight Mile Road to Harney Lane	1116	D				Mariposa Road to SR-26	457	C	San Joaquin River to SR-120	11500	F	
March Lane to Hammer Lane	2345	C	Bear Creek Road to Eight Mile Road	1116	D				SR-99 to Mariposa Road	550	C	SR-120 to Roth Road	9550	E	
(West Lane) Harding Road to March Lane	3001	C	Hammer Lane to Bear Creek Road	1906	C				<b>River Road</b> Jack Tone Road to N. Ripon Rd.	535	C	Roth Road to French Camp Road	9900	F	
								N. Ripon Rd. to Santa Fe Rd.	550	C					
Harding Road to Miner Avenue	1624	C										French Camp Road to Charter Way	10500	F	
Charter Way to Miner Avenue	1478	C										Charter Way to Monte Diablo Avenue	14000	F	
Arch Road to Charter Way	1664	C										Monte Diablo Avenue to Country Club Boulevard	12800	E	
French Camp Road to Arch Road	1478	C										Country Club Boulevard to Hammer Lane	11300	F	D*
Lathrop Road to French Camp Road	470	C										Hammer Lane to Eight Mile Road	10200	E	C*
SR-120 to Lathrop Road (Airport Way)	740	C										Eight Mile Road to .90 miles north of Eight Mile Road	6700	C	B*
												.90 miles north of Eight Mile Road to Jct. SR-12	6700	C	
<b>*With eight lane widening</b>															

## 2.4.3 CSMP Transportation Network - Transit, Park and Ride, Bikeway Facilities, Passenger Rail

### 2.4.3.1 Transit

Communities in San Joaquin County are served by ten separate transit services operated by the following providers: The San Joaquin Regional Transit District (SJRTD), the City of Lodi, the City of Manteca, the City of Tracy, Ripon Transit System, Greyhound, ACE, and AMTRAK San Joaquins. Collectively, these providers operate bus service within each of the county's cities as well as between cities, plus commuter rail service between four cities and San Jose.

SJRTD is currently implementing the first Bus Rapid Transit (BRT) line in Stockton, which connects the downtown transit center to Hammer Lane in the north. Currently, there are plans to implement new BRT services from Stockton to the Stockton Metropolitan Airport in 2008/2009 and future plans to serve the I-205 corridor in Tracy.

SJRTD has three transit lines serving the SR-99 CSMP corridor. Transit Route 26 enters SR-99 at Arch Road in South Stockton to Main Street in Manteca, and again at SR-99/120 in Manteca to Jacktone Road in Ripon. The route from Arch Road to Main Street is providing trips 75 minutes apart in each direction with 371 riders per day. This total includes the ridership from the SR-120 to Jacktone Road route. There are plans to relocate trips from SR-99 to French Camp Road in late July 2008. The route from SR-120 to Jacktone Road is providing two weekday trips, and travel times are running 12 minutes. Currently, there are no plans for expansion.

Transit Route 163 (Sacramento via SR-99) enters SR-99 from East Stockton to Sacramento. The route provides one trip in the morning and one trip in the evening, and travel times are running 64 minutes. Currently, there are no plans for expansion. Refer to Table 2.4.3.1 for information regarding travel times, rider-ship and frequency of service.

Plans for future expansion of transit services on SR-99 are dependent upon the implementation of High Occupancy Vehicle (HOV) lanes on the corridor. SJRTD has recommended the consideration of HOV transit ramps to accommodate transit when considerations are made for implementing HOV lanes in San Joaquin County.

**Table.: 2.4.3.1 Transit**

<b>Transit Service San Joaquin County State Route 99</b>						
<b>Operator/ Service</b>	<b>From</b>	<b>To</b>	<b>Travel Times</b>	<b>Ridership</b>	<b>Frequency of Service</b>	<b>Future Expansion of Service</b>
SJRTD Route 26	SR-99 from Jacktone Road in Ripon	SR-120 in Manteca	12 minutes	In total below	2 Weekday Trips	No Short Term Plans
	Main St. in Manteca	Arch Rd. in Stockton	12 minutes	371 per day	Trips 75 minutes apart in each direction	Trips may be relocated from State Route 99 to French Camp Road
SJRTD Route 163	East Stockton	Sacramento	64 minutes	106 per day	1 trip in a.m. and 1 trip in p.m.	No Short Term Plans

### 2.4.3.2 Park and Ride

Currently there are six existing park and ride lots on SR-99 in San Joaquin County. They are located at SR-99 and Victor Road and SR-12 West in Lodi, Morada Lane at Raley’s in North Stockton, the Walmart store on Hammer in Stockton, and SR-99 and Jack Tone Road and Main Street/Nestle in Ripon. The City of Stockton has required developers to include 50 to 75 park and ride spaces in new development at SR-99 and Eight Mile Road and near SR-99 and Morada Lane. Currently there is a 35 space shared use-park and ride lot at the Raley’s shopping center located west of SR-99 and north of Morada Lane. Table 2.4.3.2a lists the existing park and ride facilities along the SR-99 corridor.

**Table 2.4.3.2a: SR-99 CSMP Existing Park and Ride Facilities**

<b>Post Mile</b>	<b>Location</b>
30.92	SR-12 east/Victor Road in Lodi
29.35	SR-12 west in Lodi
24.00	Morada Lane in south Stockton
22.75	Hammer Lane/Walmart in south Stockton
03.29	Jack Tone Road in Ripon
00.74	Main Street/Nestle in Ripon

According to the SJCOG Park and Ride Plan, other locations to require park and ride lots as a condition of new interchange projects or new development along SR-99 include Kettleman Lane and Harney Lane in Lodi, and Wilson Way and Mariposa Road in Stockton. In order to provide easy access for transit buses through park and ride areas, new park and ride facilities should be located in areas that meet requirements for transit bus accessibility and maneuverability. Table 2.4.3.2b lists the planned park and ride facilities along SR-99.

**Table 2.4.3.2b: SR-99 CSMP Planned Park and Ride Facilities**

<b>Post Mile</b>	<b>Location</b>
29.35	SR-12 west in Lodi
28.52	Harney Lane in south Lodi
25.00	Eight Mile Road in north Stockton
24.00	Morada Lane in north Stockton
TBD	Wilson Way in Stockton
16.71	Mariposa Road in Stockton

### 2.4.3.3 Bikeway and Pedestrian Facilities

The connectivity of all modes of transportation including bikeway and pedestrian facilities should be considered when planning improvements along SR-99. Typically, if there are no alternative routes available for bicycles, bicycle access is permitted on freeways. Pedestrians are generally not permitted on freeways where bicycles are allowed. Although bicycles are not permitted on SR-99 within the CSMP corridor, there are existing facilities and plans for future facilities that cross SR-99. The 2007 City of Stockton Bicycle Master Plan identifies three existing bike lanes crossing SR-99. A class II bike facility currently exists on Morada Lane west of SR-99 between Matt Equinda Park and SR-99, and on Fremont Street between Windsor Avenue and the Stockton Diverting Canal. A class III bike facility currently exists on Main Street from Airport Way to the Stockton Diverting Canal.

The 2003 Manteca Bicycle Master Plan identifies one existing bike lane crossing SR-99 on Cottage Avenue from Yosemite Avenue to just south of Louise Avenue, and the City of Ripon Bike Plan

identifies three existing facilities on Jack Tone Road, Fulton Road, and the overcrossing near Ripona Road. Table 2.4.3.3a lists the existing bike and pedestrian facilities crossing SR-99.

**Table 2.4.3.3a: SR-99 CSMP Existing Bike and Pedestrian Facilities Crossing SR-99**

Type	Location
Class II	SR-12/Kettleman Lane
Class II	Harney Lane from west Lodi City Limit to Woodbridge Irrigation District
Class II	Morada Lane in North Stockton
Class II	Fremont Street in Stockton
Class III	Main Street in Stockton
Class III	Cottage Avenue in Manteca
Class I	Jack Tone Road in Ripon
Class II	Fulton Road in Ripon
Class I	Overcrossing near Ripona in Ripon
Class I	Main Street in Ripon

The 2002 Unincorporated San Joaquin County Bikeway Plan, the City of Lodi Bike Plan, the 2007 City of Stockton Bicycle Master Plan, and the 2003 City of Manteca Bike Plan identify the following proposed and planned bike facilities crossing SR-99 along the CSMP corridor listed in Table 2.4.3.3.b:

**Table 2.4.3.3b: SR-99 CSMP Planned Bike Facilities Crossing SR-99**

Class Type	Location	Limits	
Class III	Collier Road	Lower Sacramento Road	Mackville Road
Class III	Turner Road	Lower Sacramento Road	Cluff Avenue
Class III	Lockeford Street	Cherokee Lane	Cluff Avenue
Class II	Pine Street	Cherokee Lane	Guild Avenue
Class I	Lodi Avenue	Cherokee Lane	East of SR-99
Class II	Harney Lane	West Lodi City Limit	Beckman Road
Class III	Armstrong Rd.	Thornton Rd.	SR-99
Class III	Live Oak Road	Frontage Road	SR-88
Class III	New Road A/Gateway Blvd.	West of I-5	SR-99
Class I	Bear Creek	Lower Sacramento Rd.	Live Oak Rd.
Class III	Eight Mile Rd.	West of I-5	Jack Tone Rd.
Class II	Morada Lane	SR-99	To Coast to Crest Trail
Class II	Hammer Ln./East side highway	Holman Road	SR-99
Class II	March Ln.	Holman Road	SR-99
Class III	March Ln.	SR-99	East of SR-99
Class I	Coast to Crest Trail	SR-99	General Plan northern boundary
Class II	Industrial Drive	Airport Way	SR-99
Class III	Industrial Drive	SR-99	Mariposa Rd.
Class III	Cottage Avenue	Yosemite Avenue	Lathrop Road
Class II	Lathrop Road	Airport Way	Austin Road
Class III	Lathrop Road	Southern Pacific Railroad	Airport Way
Class I	Main Street Extension	North of SR-99	South of SR-99
Class I	Louise Avenue	West of SR-99	East of SR-99
Class II	Yosemite Avenue/SR-120	West of SR-99	East of SR-99
Class I	River Road north of Jacktone Road	West of SR-99	East of SR-99

## 2.4.3.4 Passenger Rail

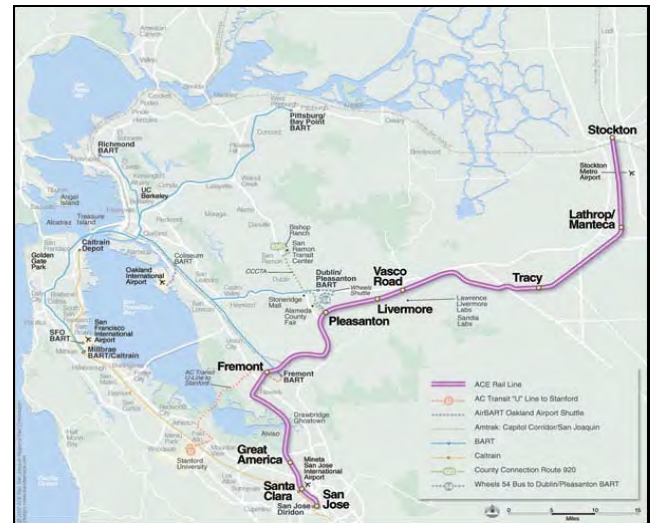
### 2.4.3.4.1 Amtrak

The San Joaquin runs north-south, linking Bakersfield and the Bay Area with stops in Fresno, Madera, Stockton, Lodi and Sacramento. San Joaquin trains operate six times in each direction 365 days per year. At the present time, four round trips operate daily between the Bay Area and Bakersfield, and two round trips operate directly between Sacramento and Bakersfield. Some portions of the trip may be provided via Amtrak Motorcoach. Adding additional trains to the existing San Joaquin line has been considered.

### 2.4.3.4.2 Altamont Commuter Express

Rail lines in San Joaquin County are used for both passenger and freight services. The Altamont Commuter Express (ACE) provides commuter rail between San Joaquin County and Silicon Valley. ACE stations are located in Stockton, Lathrop, and Tracy. This service operates weekdays with four trains running in the morning towards San Jose and four trains returning to Stockton in the evening. Total running time from end to end is just over two hours with interim stops at Vasco Road (Livermore), Pleasanton, Fremont, Santa Clara - Great America amusement park, downtown Santa Clara, and San Jose (See Figure 2.4.3.4.2).

Figure 2.4.3.4.2: ACE Map



ACE has identified, at a minimum, the need for two additional trains to adequately serve the work schedules of Tri-Valley commuters. ACE trains currently operate on tracks owned by UP who has indicated that they will not be allowing any additional passenger trains in their primary routes due to an unprecedented amount of freight growth over the next five to 10 years. This is having increasingly negative impact on the ACE service in terms of on-time performance, train speeds, and flexibility in scheduling. SJRRC has identified the need to own and control the rail corridor, for ACE service to realize its' full potential to carry large numbers of passengers and significantly contribute to the region's mobility. SJRRC is currently conducting a regional study aimed at improving the ACE rail through the purchase and control of the rail corridor (SJRRC Short Range Transit Plan).

### 2.4.3.4.3 High Speed Rail

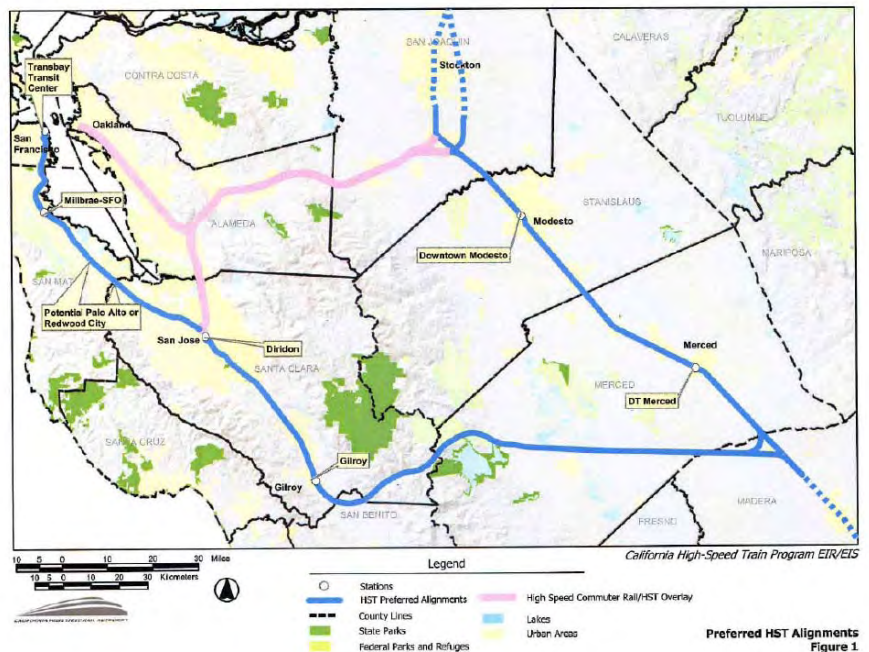
The California High Speed Rail Authority has developed a plan to build a high-speed rail line generally parallel to SR-99, connecting Los Angeles to San Francisco, and would eventually run from San Diego to as far north as Sacramento. The plan describes a 700-mile-long high-speed train system capable of speeds of up to 200 miles per hour. The system as planned would serve the future major metropolitan centers of California.

In December 2007, the California High Speed Rail Authority selected the Pacheco Pass alignment as part of the required environmental studies for the San Francisco Bay Area-Central Valley connection. It would sweep into the San Francisco Bay Area over the pass between the Los Banos area (Merced County) and Gilroy, head north to San Jose, then up the Peninsula along the Caltrain right-of-way to San

Francisco. The Altamont proposal would have crossed the pass west of Tracy and traveled to a new bay crossing near the Dumbarton Bridge, where it would have headed north to San Francisco.

A separate set of tracks would have taken the train south down the East Bay shoreline to San Jose. Based on a comprehensive screening evaluation of alignment and station options, the Authority recommended alignments through the Valley that include both the UP/SP and BNSF railroad corridors (both running generally parallel to SR-99). This would take some traffic from the freeway, but obviously will not occur until sometime in the future (see Figure 2.4.3.4.3).

**Figure.: 2.4.3.4.3 High Speed Rail**



## 2.5 Goods Movement

The San Joaquin County intermodal system consists of the State and Interstate highway system, the inland Port of Stockton, major railroads, the Stockton metropolitan airport, and intermodal yards. San Joaquin County is a major Northern California distribution point where the two primary north-south highways, I-5 and SR-99, are joined by the SR-4 (Crosstown Freeway) through downtown Stockton, and SR-120 through the City of Manteca.

Stockton's deep-water port and airport provide international transport links. The international link can also be made through San Francisco Bay Area air and shipping distribution ports. The location advantage, coupled with shipping/receiving facilities such as the Union Pacific Intermodal Facility, the Stockton Deep Water Port, the Stockton Airport, and the transportation infrastructure has made San Joaquin County an attractive location for warehouses and distribution centers.

SR-99 is the main inland route through the center of the State connecting major cities throughout the SJV region, which is one of the four major international trade regions in California, designated in the 2002 Global Gateways Development Program. The SJV Goods Movement Study, prepared for Caltrans and the eight counties of the SJV (Kern, Fresno, Tulare, Kings, Madera, Merced, Stanislaus and San Joaquin), determined that trucking is the dominant mode for moving freight. The increase in freight movement by trucks on State highways is growing faster than can be accommodated by the existing capacity. The 2006 AADT on SR-99 ranged from 64,000 to 118,000 vehicles with trucks constituting 14.4% of the AADT in some sections. Truck volumes ranged from 8,800 to 15,900 with five axle truck volumes representing approximately 53% of total truck volumes.

### **2.5.1 Trade Corridor**

The CTC has awarded Proposition 1B CMIA Trade Corridor Improvement Funds (TCIF) to extend the SR-4 Crosstown Freeway in Stockton to improve goods movement and access to and from the Stockton Port. The Port of Stockton was also awarded TCIF funds to deepen the Stockton Ship Channel for improved access to the San Francisco Bay. Both projects are expected to significantly reduce truck related congestion on I-205/I-5.

### **2.5.2 Port of Stockton**

The Port of Stockton is located on the Stockton Deepwater Ship Channel, 75 nautical miles due east of the Golden Gate Bridge. In the 1930's the Port of Stockton facilities were built and the deep water channel was dredged to accommodate ocean going vessels. The Port is located one mile from Interstate 5 and all interconnecting major highway systems.

### **2.5.3 Freight**

SR-99 is vital to the goods movement network in the SJV. Within the last 10 years, SR-99 has experienced dramatic traffic growth and levels of congestion with truck traffic at volumes much higher than the statewide average for the highway system. The corridor is heavily used by trucks for both interregional goods movement throughout the state and movement to eastern and northern states, and for local farm and commercial truck trips.

### **2.5.4 STAA and Truck Parking Issues**

The region is currently experiencing goods movement constraints due to the lack of local STAA routes and available truck parking. These issues are currently being evaluated by the SJV Goods Movement Task Force, and the subcommittee formed to address truck parking issues in the region. Local, regional, and State STAA maps can be located at: <http://www.dot.ca.gov/hq/traffops/trucks/truckmap/index.htm>.

### **2.5.5 Union Pacific and Burlington Northern Railroads**

Several major railways stretch through large portions or the entire San Joaquin County, including the UP and BNSF Railroad. The UP and BNSF intermodal terminals serve both San Joaquin and Sacramento regions. Stockton serves as a hub for many of these railways and acts as a major distribution center for freight shipped to locations throughout California and the United States.

### **2.5.6 Airport**

In San Joaquin County, the Stockton Metropolitan Airport is the only public access airport in San Joaquin County. The airport currently provides passenger service through Allegiant Air including two flights weekly to Phoenix, Arizona and five flights weekly to Las Vegas, Nevada and Orlando, Florida.

The airport is located between two major north-south thoroughfares; I-5, 1.5 miles to the west, and SR-99, which borders the airport to the east. The airport is situated on 1449 acres of land and has an 8,650 foot long, 150 foot wide primary instrument landing system (ILS) runway, with a take off distance available of 11,037 feet. The Stockton Metropolitan Airport also has a 4,458 foot long, 75 foot wide general aviation runway. Six air carrier gates adjoin the 44,355 square-foot terminal building.

## **2.5.7 Warehousing and Distribution**

Stockton has become one of the fastest developing warehousing and distribution centers in California. New warehousing and distribution centers for northern California and for the Bay Area are continuing to locate in the southern parts of San Joaquin County and at the Port of Stockton.

The Defense Logistics Agency San Joaquin Depot is made up of distribution facilities at three separate locations: Tracy, Sharpe and Stockton's Rough & Ready Island near the Port of Stockton. The Depot receives, stores, and ships supplies to military customers located mainly in the western U.S. and the Pacific Theater of operations, and in some cases worldwide.

## **2.6 Transportation System Management**

San Joaquin County has grown significantly in recent years and is projected to experience continued significant growth in the coming decades. While several freeway improvement projects are planned within the county, traffic forecasts indicate that the planned construction of new highway capacity will not keep pace with this growth, and additional capacity-increasing projects are subject to funding and environmental constraints. As a result, proper management of the region's freeways can provide practical and cost-effective alternatives (potentially in combination with capacity improvements) for addressing freeway problems.

Freeway traffic management and operations is the implementation of policies, strategies and technologies to improve freeway performance. Ramp metering and HOV lanes represent two potential strategies in a comprehensive or integrated approach to managing the region's freeways. Other potential elements include incident management, traveler information, traffic surveillance and detection, and advanced traffic signals. The overriding objectives of any freeway management program are to minimize congestion (and its side effects), improve safety, enhance overall mobility, and provide support to other agencies during emergencies. Often, a combination of strategies is needed to effectively and efficiently achieve these objectives. SJCOG and Caltrans District 10 have completed a Ramp Metering and HOV Study for San Joaquin County, and the study has recently been extended to neighboring Stanislaus County and Merced County.

### **2.6.1 Intelligent Transportation Systems**

Intelligent Transportation Systems technology is used for incident notification, and freeway management through technologies such as dynamic message and warning signs, highway advisory radio (HAR), roadside weather information systems (RWIS), closed circuit television (CCTV) cameras that monitor traffic, and changeable message signs (CMS) that generally display road closure/road condition information. In addition to the cameras, traffic monitors are located in specific locations to feed traffic data to the Transportation Management Centers (TMC) in each Caltrans district. Some traffic monitors are linked to the University of California (U.C.) Berkeley Performance Monitoring System (PeMS) for use in distribution of data to many users.

Deployment of ITS technology will enhance traveler information services as well as the operational efficiency of the corridor by informing motorists of traffic congestion, inclement weather, such as fog, dust, incident management, emergency response and highway construction and/or closings. This information assists motorists to make informed decisions regarding their travel. ITS includes traffic signals, CCTV, CMS, ramp meters, weigh-in-motion devices, freeway service patrols, weather stations, and HAR stations. Also included is the centralization and control of many of these components from TMCs.

Traveler information broadcast systems, traffic signal priority for emergency or transit vehicles, ITS data archive management, and vehicle safety warning systems are all part of ITS. The “511” system is a new three-digit phone number program to access traveler information that is being implemented throughout the country. 511 is not available in San Joaquin County at this time; however, SJCOG has recently made the decision to partner with the Sacramento Area Council of Governments (SACOG) to join the 511 system in the northern Sacramento area region as Phase I of 511 deployment in San Joaquin County. Neighboring transportation planning agencies, Stanislaus Council of Governments (StanCOG) and Merced County Association of Governments (MCAG) have also made the decision to partner with the SACOG 511 region. It is expected that deployment will occur in December of 2008.

SACOG is currently looking at future plans to integrate 511 with a Sacramento Transportation Area Network or STARNET, is an information exchange network and operations coordination framework that will be used by the operators of transportation facilities and emergency responders. STARNET will build upon previous ITS investments by using, with little to no modifications, the existing field infrastructure (cameras, changeable message signs, traffic signals, vehicle location systems, etc) and central systems (freeway management systems, traffic signal systems, transit management systems, computer aided dispatch systems, etc) already operated by each agency. As part of the STARNET implementation, interfaces will be developed to these existing systems to enable them to share data and video with each other, provide data and video to the public via the 511 regional travel information system, and provide operations and emergency response personnel with a map based Regional Transportation Management Display.

The communication lines necessary to transmit all of the ITS data will be enhanced by the fiber optic network planned along the SR-99 corridor, along with the other corridors in the SJV area. The fiber optic network to the Caltrans District 10 TMC in Stockton will relay this data. From this location, the TMC can monitor transportation system conditions and provide for rapid response when conditions deteriorate. There is a methodology established which provides for cooperation and electronic sharing of information between the District 6 TMC in Fresno and the District 10 TMC in Stockton.

Currently, there is a regional architecture in existence called the “SJV ITS.” This architecture covers the eight counties within the SJV (San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern). This Plan is available online at: <http://www.kimley-horn.com/Caarchitecture/task9/sjintor.htm>.

Table 2.6.1a lists 37 existing ITS elements along the SR-99 corridor. Table 2.6.1b identifies the ITS elements that have been funded and programmed, and Table 2.6.1c identifies the ITS elements that are planned for the corridor but not yet funded.

**Table 2.6.1a: SR-99 CSMP Existing ITS Elements**

No.	Postmile	Location	Description
1	01.70	Northbound RTE 99 Milgeo Over crossing	CMS Station ID 19
2	01.70	Milgeo Over crossing	CCTV
3	02.37	RTE 99 north of Jacktone Road	Traffic Detection Station ID 4 (NB/SB detection)
4	02.37	RTE 99 south of Jacktone Road	Traffic Detection Station ID 5 (NB/SB detection)
5	06.65	RTE 99 Manteca, north RTE. 120	Traffic Detection Station ID 6 (NB/SB detection)
6	09.08	RTE 99 north of Lathrop Over crossing	CCTV
7	10.50	Northbound RTE 99 south of French Camp Road	CMS Station ID 14
8	10.62	South of French Camp Road	CCTV
9	12.52	Little John Creek	Traffic Detection Station ID 19 (NB/SB detection)

**Table 2.6.1a: SR-99 CSMP Existing ITS Elements, Cont'd**

No.	Postmile	Location	Description
10	12.54	Northbound RTE 99 south of Arch Road	CMS Station ID 13
11	16.50	Southbound RTE 99/RTE 4 Junction	CCTV
12	17.20	Southbound RTE 99 north of Farmington Road	CMS Station ID 26/CCTV
13	17.50	RTE 99 north of Farmington Road	CMS/TMS
14	18.67	RTE 99 at JCT RTE 4 Crosstown	RWIS
15	18.68	South of Jct. RTE 4 West	Traffic Detection Station ID 95
16	18.68	North of Jct. RTE 4 West	Traffic Detection Station ID 96
17	19.29	RTE 99 at JCT. RTE. 26 East	Traffic Detection Station ID 282 (NB/SB detection)
18	19.51	Northbound RTE 99 north of Fremont Street	CMS Station ID 18
19	19.75	RTE 99 north of Fremont Street	RWIS
20	20.12	Southbound RTE 99 south of Waterloo Rd.	CMS Station ID 30
21	21.67	RTE 99 at Wilson Way	Traffic Detection Station ID 115 (NB/SB detection)
22	21.85	RTE 99 north of Wilson Way	RWIS
23	20.12	Southbound RTE 99 south of Waterloo Rd.	CSM for Southbound Direction
24	20.25	Southbound RTE 99 south of Waterloo Road	CMS/CCTV/TMS
25	22.00	Northbound RTE 99 north of Wilson Way	CMS for Northbound Direction
26	22.15	Northbound RTE 99 north of Wilson Way	CMS/CCTV/TMS
27	22.50	Southbound 99 south of Hammer Lane	CMS Station ID 12
28	22.84	RTE 99 south of Hammer Lane	RWIS
29	22.75	RTE 99 south of Hammer Lane	RWIS
30	22.92	Hammer Lane	Traffic Detection Station ID 265
31	24.40	Northbound RTE 99 south of Eight Mile Road	CMS Station ID 25/CCTV
32	25.60	Southbound Bear Creek Rd.	CMS
33	26.27	South of Armstrong Road	RWIS
34	27.50	Southbound RTE 99 south of Armstrong Road	CMS Station ID 24/CCTV
35	29.49	Lodi, JCT. RTE. 12 West	Traffic Detection Station ID 18 (NB/SB detection)
36	31.57	Lodi, Turner Road	Traffic Detection Station ID 209 (NB/SB detection)
37	38.66	San Joaquin/Sacramento County Line	Traffic Detection Station ID 319 (NB/SB detection)

Table 2.6.1b lists 16 ITS elements that are currently programmed to be installed on the SR-99 CSMP corridor.

**2.6.1b: SR-99 CSMP Programmed ITS Element Projects**

NO.	EA / RTP MPO ID	Postmile	Location	Description
1	0E610	5.85	RTE 99 north of JCT 120 W.	RWIS
2	0E610	7.32	RTE 99	TMS/EMS
3	0E610	7.43	Northbound RTE 99 at Louise Ave.	CMS/TMS
4	0E610	8.43	Southbound RTE 99	CMS/TMS
5	0E610	9.43	RTE 99	TMS
6	0E610	9.93	RTE 99	TMS
7	0E610	12.60	RTE 99	RWIS
8	0E610	13.10	Southbound RTE 99 south of Arch Rd.	CMS/TMS/CCTV
9	0E610	11.43	RTE 99	TMS
10	0E610	11.93	RTE 99	TMS
11	0E610	12.50	Southbound RTE 99	CMS/TMS/CCTV
12	0E610	12.93	RTE 99	TMS
13	0E610	13.43	RTE 99	TMS
14	0E610	13.93	RTE 99	TMS
15	0E610	14.43	RTE 99	TMS
16	0E610	14.93	RTE 99	TMS

Table 2.6.1c lists 32 ITS element projects currently planned for the SR-99 CSMP corridor. Potential locations for implementation of ramp meter infrastructure along the corridor will be identified with the completion of the San Joaquin Regional Ramp Metering and HOV Master Plan currently under development:

**Table 2.6.1c: SR-99 CSMP Planned ITS Elements**

NO.	EA / RTP MPO ID	Postmile	Location	Description
1	Not Assigned	0.25	RTE 99 north of Hammett Rd.	RWIS
2	Not Assigned	1.29	Southbound RTE 99 south of Milgeo Ave.	CMS/TMS
3	Not Assigned	2.30	RTE 99 south of Jacktone Rd.	HAR
4	Not Assigned	3.29	RTE 99	RWIS
5	Not Assigned	4.20	RTE 99	CMS/TMS
6	Not Assigned	5.04	Northbound 99 north of Austin Rd. in	CMS/TMS
7	0E610	6.32	Southbound RTE 99 south of JCT 120 E.	CMS/TMS/CCTV
8	3A400	14.40	RTE 99 south of Arch Rd.	RWIS
9	3A400	15.50	Southbound RTE 99 north of Arch Rd.	CMS/TMS/CCTV
10	3A400	15.60	Northbound RTE 99 north of Arch Rd.	CMS/TMS/CCTV
11	3A400	16.62	Northbound RTE 99 south of Mariposa Rd.	CMS
12	3A400	17.12	RTE 99 south of Farmington Rd.	RWIS
13	3A400	17.83	Northbound RTE 99 north of Mariposa Rd.	CMS
14	4454U	22.14	Northbound RTE 99 north of Wilson Way	CMS/CCTV/TMS
15	4454U	22.75	RTE 99 south of Hammer Ln	RWIS
16	Not Assigned	24.70	RTE 99	RWIS
17	Not Assigned	29.00	Southbound 99 south of Kettleman Ln.	CMS/TMS
18	Not Assigned	29.82	Northbound RTE 99 north of Kettleman Ln.	CMS/TMS
19	Not Assigned	30.53	RTE 99 south of Victor Rd.	RWIS
20	Not Assigned	30.76	Southbound RTE 99 south of Victor Rd.	CMS/TMS
21	Not Assigned	31.20	Northbound RTE 99 north of Victor Rd.	CMS/TMS
22	Not Assigned	31.79	RTE 99 north of Turner Rd.	RWIS
23	Not Assigned	32.29	Southbound RTE 99	CMS/TMS
24	Not Assigned	33.30	Northbound RTE 99	CMS/TMS for Northbound
25	Not Assigned	33.80	RTE 99	RWIS
26	Not Assigned	34.30	Southbound RTE 99 south of Peltier Rd.	CMS/TMS
27	Not Assigned	35.30	Northbound RTE 99	CMS/TMS for Northbound
28	Not Assigned	35.80	RTE 99	RWIS
29	Not Assigned	36.30	Southbound RTE 99	CMS/TMS for Southbound
30	Not Assigned	37.30	Northbound RTE 99	CMS/TMS for Northbound
31	Not Assigned	37.80	RTE 99 Liberty Rd.	RWIS
32	Not Assigned	38.30	Southbound RTE 99 North of Liberty Rd.	CMS/TMS for Southbound

The major challenge to ITS deployment is funding. ITS elements are proposed through the SHOPP with minimal funding for ITS deployment. Caltrans District 10 requests the installation of ITS elements on State Transportation Improvement Program (STIP) projects, but more frequently than not, when project costs need to be reduced, ITS elements are the first to go. There needs to be more support from all project partners to promote and fund ITS elements on STIP projects.

Technology advances are also a challenge for ITS deployment. Technology is always changing, which makes it very difficult to integrate with existing technologies; and the lack of power and communication in remote areas impedes implementation in rural areas. ITS operating, utility, and maintenance expenses are costly along with high bandwidth communications for video. It is also a challenge to sustain the level of expertise that is needed to operate and maintain the complex ITS equipment.

### 2.6.2 Detection

Detection is one of the most important components of ITS. Detection refers to the real-time measurement of transportation movements and conditions. In the past, measurements have been conducted periodically (such as once per year) and those measurements were used to determine the need for infrastructure expansion. Optimized corridor management strategies will require more accurate, on-going data collection that will be provided by detection systems placed throughout the corridor. Without detection systems, transportation agencies cannot implement advanced traffic control strategies, cannot inform the public about traffic conditions, expected delays and options, and cannot detect and react to incidents

quickly enough to minimize the impacts created by those incidents. SR-99, within the limits of this CSMP, does include sufficient detection, but there are some areas along the corridor that need system expansion to fully optimize these strategies. In addition, other types of improvement projects are typically planned to include detection units as part of the construction.

Caltrans District 10 requests traffic monitoring stations on a project by project basis depending on fund availability and type of work involved in the project. Some traffic monitors are linked to PeMS for use in distribution of data to many users. Table 2.6.2a lists the locations of PeMS elements currently existing on the SR-99 corridor in San Joaquin County. There are currently 39 PeMS stations and the majority of the stations are spaced approximately 1/4 of a mile apart.

**Table 2.6.2a: Detection**

<b>No.</b>	<b>Ref. #</b>	<b>Dir.</b>	<b>Postmile/</b>	<b>Location Description</b>
1	1013610	NB	1.68	Milgeo OC in Ripon
2	1006210	NB	1.71	Milgeo Ave. in Ripon
3	1006310	SB	1.71	Milgeo Ave. in Ripon
4	1006010	NB	3.15	Jack Tone Rd.
5	1006110	SB	3.15	Jack Tone Road
6	1004610	NB	10.36	North of Lathrop Rd. in Manteca
7	1004710	NB	10.60	North of Lathrop Rd. in Manteca
8	1004810	NB	10.84	North of Lathrop Rd. in Manteca
9	1004910	NB	11.09	North of Lathrop Rd. in Manteca
10	1014810	SB	17.13	Farmington Rd. On Ramp
11	1014910	SB	17.19	North of Farmington Rd. On Ramp
12	1017510	NB	19.60	North of Fremont St.
13	1018010	SB	19.60	North of Fremont St.
14	1017610	NB	19.86	South of Waterloo Rd.
15	1017710	NB	20.14	South of Waterloo Rd.
16	1017810	NB	20.39	North of Waterloo Rd.
17	1017910	NB	20.60	North of Waterloo Rd.
18	1018110	NB	20.80	Cherokee Rd. Off Ramp
19	1018210	NB	21.15	North of Cherokee Rd. On Ramp
20	1018310	NB	21.35	South of Wilson Way O/C
21	1018410	NB	21.6	South of Wilson Way O/C
22	1018510	NB	21.84	North of Wilson Way Off Ramp
23	1018610	NB	22.08	North of Wilson Way Off Ramp
24	1018710	NB	22.36	South of Hammer Lane On Ramp
25	1018810	NB	22.59	South of Hammer Lane On Ramp
26	1018910	NB	22.84	South of Hammer Lane Off Ramp
27	1014310	NB	24.01	Morada Lane
28	1014410	SB	24.01	Morada Lane
29	1013810	NB	24.99	South of Eight Mile Rd.
30	1013710	NB	25.00	North of Morada O/C
31	1013910	NB	25.17	South of Eight Mile Rd.
32	1017410	SB	26.27	South of Armstrong Rd. O/C
33	1017310	SB	26.54	South of Armstrong Rd. O/C
34	1017110	SB	26.76	South of Armstrong Rd. O/C
35	1017210	SB	27.04	South of Armstrong Rd. O/C
36	1006410	NB	29.1	South Lodi OC
37	1006510	SB	29.1	South Lodi O/C
38	1006610	NB	32.5	Turner Rd.
39	1006710	SB	32.5	Turner Rd.

There are 15 segments along the corridor that have detection spaced more than one mile apart; one segment has detection spaced more than 13 miles apart; one segment has detection spaced more than eight miles apart, and two segments have detection spaced more than six miles apart. The locations listed in Table 2.6.2b have been identified as areas for further PeMS implementation.

**Table 2.6.2b: SR-99 CSMP PeMS Station Gaps**

<b>From</b>	<b>To</b>	<b>Location</b>	<b>Distance</b>
<b>Southbound SR-99</b>			
0.00	1.68	Stanislaus/ San Joaquin County Line to Milgeo Ave. in Ripon	1.68
1.71	3.15	Milgeo Ave to Jack Tone Rd	1.44
3.15	10.36	Jack Tone Rd to Lathrop Rd	7.21
11.09	19.60	Lathrop Rd to Fremont St	8.51
25.17	29.10	Eight Mile Rd to South Lodi OC	3.92
32.50	38.78	Turner Rd to San Joaquin/Sacramento County Line	6.28
<b>Northbound SR-99</b>			
0.00	1.71	Stanislaus/ San Joaquin County Line to Milgeo Ave. in Ripon	1.71
1.71	3.15	Milgeo Ave to Jack Tone Rd	1.44
3.153	17.13	Jack Tone Rd to Farmington Rd On Ramp	13.98
17.19	19.60	Farmington Rd Off Ramp to Fremont St	2.40
19.60	24.01	Fremont St to Morada Lane	4.40
24.01	26.27	Morada Lane to Armstrong Rd OC	2.26
27.04	29.10	Armstrong Rd OC to South Lodi OC	2.05
29.10	32.50	South Lodi OC to Turner Rd	3.40
32.50	38.78	Turner Rd to San Joaquin/Sacramento County Line	6.28

### **2.6.3 Traffic Control**

Another element of ITS is traffic control. Traffic control includes signal strategies for managing traffic flows on arterials as well as metering ramps on to the freeway system. These strategies offer great promise to improve the productivity of the transportation system. There are, however, challenges for the State in utilizing some of these options. Local agencies are often concerned that traffic control devices will cause additional traffic to use local streets as an alternative. This is an area where Caltrans is working with its local partners to reach a solution that will be agreeable to all parties. The SR-99 CSMP development team has identified the need for an ongoing multi-jurisdictional committee to discuss coordinated transportation management practices including ramp metering and signal light synchronization.

### **2.6.4 Incident Management**

Incident Management is a significant component of ITS. Most studies in the United States suggest that incidents such as accidents, special events, and severe weather conditions are responsible for about half of the delay on our freeway system. Motorists are accustomed to normal delays. However, traffic incidents disrupt the motorist's normal routine, creating unplanned delays. This can create a negative impact to the traveling public. Unanticipated delays may also create frustration and aggressive driving. Such aggressive behavior poses a danger not only to other motorists but also to emergency response and law enforcement personnel. The goal of effective Traffic Incident Management (TIM) is to reduce the time it takes to clear traffic incidents from the roadway. The less time it takes to clear an incident, the less congestion and delay the motorist experiences. Safety for both the emergency response personnel and the traveling public is improved. Even small improvements in this process can yield significant benefits.

Effective TIM relies on advanced technologies to allow for expedited incident detection, verification, coordination among necessary emergency response agencies, and the subsequent clearance of the incident as rapidly as possible.

### 2.6.5 Advanced Traveler Information Systems

One of the more progressive components of ITS is the Advanced Travel Information Systems (ATIS). Most commuters get information about traffic conditions from the media such as radio and television stations. ATIS will provide modal-specific, time-of-day demand data that will allow travelers to get the most out of the transportation system. The system would allow travelers to manage their trips in the most efficient manner. Implementing advanced traveler information systems requires a partnership between transportation agencies and the public. However, it is clear that the framework is not yet fully developed and that, at this time, current detection systems are not adequate for real-time, tailored information.

### 2.6.6 Transportation Management Centers

Effective ITS implementation requires coordination of all components. The TMC plays an important role in day-to-day system management, providing coordinated incident responses, as well as integration of various systems. An example of integration would be the coordination of ramp metering and arterial signal management. Traveler information also requires sharing data with public and private partners. Within San Joaquin County, Caltrans District 10, the City of Stockton, the CHP, and the media play different roles in incident management. The Caltrans District 10 TMC and the City of Stockton TMC while separate systems, integrate these roles and systems in central locations to optimize performance.

TMCs are used in emergencies, Amber Alerts, and provide an Emergency Operations Center function during natural disasters, such as earthquakes. TMCs also serve a security preparedness function; staff can monitor the urban freeway system, quickly activate response strategies (such as CMS), or notify the proper authorities when security risks are identified.



Logical phasing for implementing the components of an effective Transportation Management System would be:

- a) Installing simple, adaptive-scheme ramp metering;
- b) Optimizing the meter rates;
- c) Implementing a corridor adaptive ramp-metering scheme;
- d) Advanced arterial signal actuation strategies and improved incident management; and
- e) With all of these in place, a comprehensive traveler information system would be the final goal.

Monitoring and evaluation is the foundation for sound management of the corridor to identify the optimum strategies to improve the transportation corridor. Strategies range from system maintenance and preservation to expansion, but focus on optimization of the existing system by fully incorporating operational strategies into the management plan. Implementation of ITS strategies will complement other improvements, including transit, light rail, and improvements on the local road system. The goal is that the transportation system, as a whole, including highways, local roads, and alternative modes of transportation, operate as one seamless network.

Again, the SR-99 CSMP development team has identified the need for an ongoing multi-jurisdictional committee to discuss coordinated transportation management practices in San Joaquin County including ramp metering, ITS implementation, traffic signal synchronization, and enhanced transportation demand management.

## **2.7 Transportation Demand Management**

Transportation Demand Management (TDM) is designed to reduce vehicle trips during peak hours. TDM is specifically targeted at work force commuters who generate the majority of peak hour traffic. Strategies include:

- a) Rideshare programs
- b) Transit usage
- c) Flex hours
- d) Vanpools
- e) Bicycling and walking
- f) Telecommuting
- g) Mixed land uses (job/housing balance)

Incorporating these strategies would be part of land use decisions, the prerogative of local government. TDM programs could be required by local jurisdictions for any large commercial or office project and could be tied to incentives of some sort to encourage the development of such programs.

### **2.7.1 Rideshare Programs**

SJCOG administers a rideshare program known as Commute Connection. This rideshare program includes carpool matching, vanpool matching and assistance, media promotion of ridesharing, distribution of brochures at employment sites and other locations as necessary, program monitoring and recording, public education, and community outreach.

## **2.8 Land Use**

Recent years have seen a marked increase in population growth (over 60 percent growth since 1980) and travel by both local and out-of area commuters on the roads in San Joaquin County. As the fastest growing region in the SJV, the population within San Joaquin County is expected to reach 1.7 million people by the year 2050 (SJCOG Regional Expressway Study 2008).

Population growth in the San Joaquin County continues to be impacted by the influx of San Francisco/San Jose jobholders taking up residence in San Joaquin County and also in neighboring counties such as Stanislaus and Merced due to the shortage of affordable housing in neighboring Bay Area counties. Jobs are also being relocated to the SJV due to lower cost of doing business, but the SJV continues to remain a commuter-oriented county, with 77.0% of the workforce driving alone to work based on the 2005 American Community Survey. The average daily commute time in San Joaquin

County was almost 30 minutes in 2005. Almost 17% have a commute that is one hour or longer each way (SJCOG RTP 2007).

According to the SJCOG Park and Ride Plan, on the northern end of the CSMP corridor through the Lodi area, the City of Lodi General Plan identifies the land south of Harney Lane and west of SR-99 as a potential area for future residential development. On the southern end, Central Manteca is expected to experience substantial growth. Several large-scale urban developments have been proposed along SR-99 through Stockton.

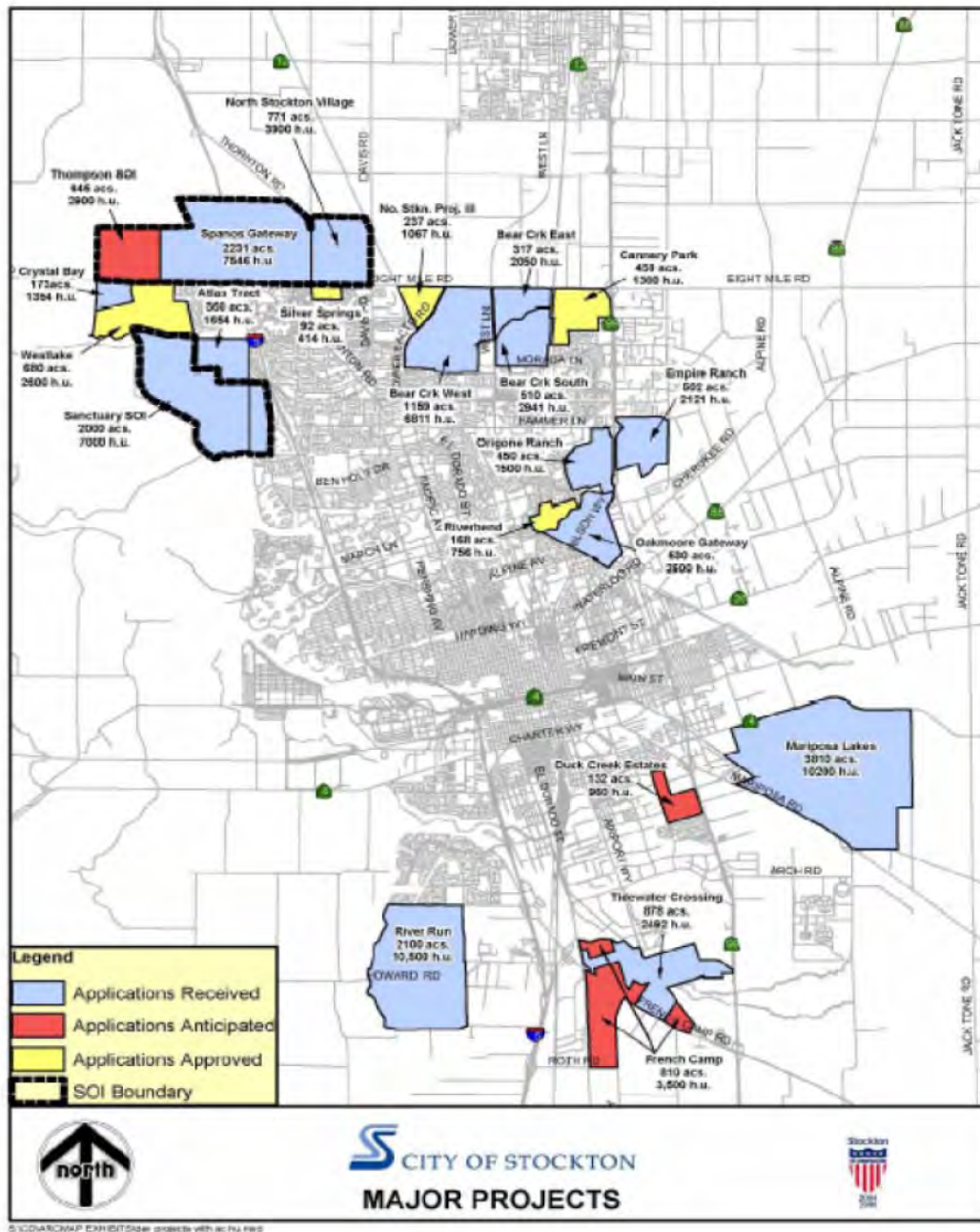
Long term planning and coordination amongst local governments and innovative solutions will be needed to keep transportation viable. Caltrans has provided a planning grant to the Merced County Association of Governments (MCAG) on behalf of the eight SJV regional planning agencies to develop a Regional Blueprint Planning Program intended to better inform regional and local decision-making, through proactive engagement of all segments of the population as well as critical stakeholders in the community, business interests, academia, builders, environmental advocates, and to foster consensus on a vision and preferred land use pattern. It is anticipated that the regional blueprint planning grants will build capacity for regional collaboration and integrated planning that will in turn enable regions to plan to accommodate all their future growth, thereby reducing need for sprawl.

Table 2.8 lists the planned developments along SR-99 along the CSMP corridor, and Figure 2.8 is a land use map for the City of Stockton.

**Table 2.8: Planned Developments on SR-99 CSMP Corridor**

<b>Development</b>	<b>Location</b>	<b>Acres</b>	<b>Units</b>
French Camp	French Camp Rd/Roth Rd	810	3,500
Tidewater Crossing	French Camp Rd	878	2,492
Duck Creek Estates	SR-99 (north of Arch Rd)	132	950
Mariposa Lakes	SR-4/Mariposa Rd	3,810	10,200
Oakmoore Gateway	Wilson Way	530	2,500
Riverbend	Alpine Ave	168	756
Origone Ranch	Hammer Ln/SR-99	450	1,500
Empire Ranch	Hammer Ln/SR-99	502	2,121
Cannery Park	Eight Mile Rd	450	1,300
Bear Creek East	Eight Mile Rd	317	2,050
Bear Creek West	Eight Mile Rd/Lower Sacramento Rd	1,159	6,811
North Stockton Project III	Eight Mile Rd/Lower Sacramento Rd	237	1,067

**FIGURE 2.8: SR-99 CSMP Corridor - Land Use Map - City of Stockton**



Source: 2007 SJCOP Park and Ride Master Plan

## 2.9 Environmental Scan

A scan of potential environmental impacts has been completed along the CSMP corridor. The scan reveals that the corridor traverses a 100-year flood plain from the Stanislaus County/San Joaquin County Line to SR-120 West in South Manteca. It traverses 100/500-year plains for the rest of the corridor to the San Joaquin County/Sacramento County Line. (Currently, the Federal Emergency Management Agency is revising flood insurance rate maps. The final maps are expected to be adopted in April of 2009.) Along the SR-99 CSMP corridor, there are potential low and low to moderate degrees of impacts to wetlands, moderate to high degrees of impacts to special status species, and low to high degrees of impacts to cultural resources. There are potential moderate and moderate to high degrees of impacts due to leaking

underground tanks, and a high degree of impact due to possible hazardous waste from lead. Regarding air quality, San Joaquin County is in non-attainment for 1-hour/8-hour ozone, non-attainment for particulate matter, and maintenance for carbon monoxide. See Table 2.9 for further details on the environmental scan for SR-99.

**Table.: 2.9 Environmental Scan**

Post Mile	Description	Flood Plains	Wetlands	Special Status Species	Cultural Resources	Leaking Underground Tanks	Possible Hazardous Waste	Air Quality		
								Ozone	Particulate Matter	Carbon Monoxide
00.00/05.82	Stanislaus Co. Line/San Joaquin Co. Line to SR-120 W. (Manteca Bypass)	100 yr	low/mod	mod/high	high	mod	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
05.82/06.65	SR-120 W. (Manteca Bypass) to Rte. SR-120 E (Yosemite Ave.)	N/A	low	mod	low	mod/high	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
06.65/16.69	SR-120 E. (Yosemite Ave) to Mariposa Rd.	100 yr/500 yr	low	mod/high	mod	mod/high	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
16.69/18.68	Mariposa Rd. to SR-4 (Crosstown)	100 yr/500 yr	low	mod/high	mod	low/mod	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
18.68/19.29	SR-4 to SR-26 East	100 yr/500 yr	low/mod	mod/high	mod	mod	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
19.29/22.90	SR- 26 East to 0.22 mi. S. of Hammer Lane	100 yr/500 yr	low/mod	mod/high	mod	mod	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
22.90/29.49	0.22 mi. S. of Hammer Lane to SR-12 W.	100 yr/500 yr	low	high	high	mod	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance
29.49/38.78	SR-12 W. to San Joaquin Co./Sacramento Co. Line.	100 yr/500 yr	low/mod	mod/high	high	mod	high-lead	1hr/8hr Non-attainment	Non-attainment	Maintenance

The National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) and other related federal and state environmental laws and regulations require environmental studies and public participation for all projects for which a public agency has a discretionary action. Resources and issues requiring environmental study may include historical structures, protected animals and plants, social and economic impacts, wildlife refuges and public parks, archaeological sites, hazardous waste, paleontological sites, air and water quality, and noise.

Appropriate environmental studies would need to be conducted whenever any of the SR-99 CSMP improvements proposed are implemented if state or federal funding is involved. Project level analysis may be required and depending on the funding source may involve compliance with NEPA and/or CEQA.

Projects that may potentially cause an increase in traffic may require air quality and noise impact studies to determine if effects of increased traffic would cause a significant reduction of air quality and/or substantial increase in noise level. Hazardous waste studies may be indicated if the project area would include gas stations or other businesses that use or generate potential hazardous waste.

## **Section 3 Preliminary Corridor Performance**

### **3.0. Performance Measures**

The performance measures will establish whether or not the objectives for the CSMP have been met. These measures include the expectations, needs, and issues related to the section of the corridor included within the study and will provide a sound technical basis for describing traffic performance within the corridor. Performance measures may include the following:

#### **3.0.1 Mobility**

Mobility deals with how well the corridor moves people and freight. Mobility is an easily measurable and straightforward documentation of current conditions. It is also a measure that can be forecasted, making it useful for future comparisons. Two primary measures are typically used: travel time and delay. The drawback with basing the measure of mobility on travel time and delay is that it is necessary that the corridor be adequately covered by reliable automatic detection. Adjustments can be made for some corridors with spatial gaps in the coverage by adjusting the travel times to account for travel over the sections with missing coverage. Vehicle and person-miles or hours traveled and person hours of delay are relatively straightforward calculations once travel times and delays are established.

#### **3.0.2 Travel Time**

The amount of time for a vehicle to traverse between two points on a corridor is the travel time. Travel time may be defined as the time to travel the entire length of the corridor within the CSMP; however, with congestion currently existing at some known points, a more valuable measure would be to use intermediate starting and ending points to evaluate the specific conditions at known problem points. The degree to which the strategies within the CSMP improved travel time at known problem points would be a significant measure of success.

#### **3.0.3 Delay**

The total observed travel time less the travel time under non-congested conditions represents vehicle-hours of delay. Existing delay will be calculated from actual data sources. Future delay should not be derived solely from travel demand model data since these models compute very high level estimates over the entire peak period. The freeway deficiency as previously mentioned may provide a means of forecasting future delay. There are two types of delay that need to be considered: Recurrent delay and non-recurrent delay. Caltrans defines recurrent delay as travel demand exceeding freeway design capacity and vehicular speeds are 35 miles per hour (mph) or less during peak commute periods on a typical incident-free weekday. This condition must last for 15 minutes or longer. Non-recurrent delay is defined by Caltrans as delay created by irregular events such as accidents, events, maintenance, or short-term construction.

#### **3.0.4 Safety**

The number of accidents and accident rates from the Traffic Accident Surveillance and Analysis System (TASAS) is a reasonable measure of safety along the corridor. TASAS contains specific data for accidents on State highways. To determine safety performance, at least three years of safety data will be analyzed for the number of accidents and accident trends and types within the corridor.

### **3.0.5 Productivity**

Freeway productivity is defined as the total number of vehicles (and the passengers inside the vehicles) served per hour at a given location. Freeway productivity actually diminishes when demand is highest. Productivity within a corridor is the percent utilization of the facility (or mode) under peak conditions and is calculated as actual volume divided by the capacity of the highway. Travel demand models do not generally project capacity loss for highways. Detailed micro simulation tools will be needed to forecast productivity and determine if a given alternative will provide the results anticipated.

Recent analysis suggests that almost half of California's urban freeway system provides 25 to 35 percent less productivity than the planned capacity during peak congested periods. There are solutions to restore part, if not all, of this lost productivity. An in-depth understanding of current and projected system performance is needed, as well as the ability to leverage new technologies and tools to improve productivity. Improvements to productivity can be achieved by implementing the concepts of the Transportation Management System (TMS). The Department has focused on three core TMS processes. These include traffic control and management systems, incident management systems, and advanced traveler information systems. These three components are discussed in more detail in the section on ITS. All three require that a detection system be in place along the corridor.

### **3.0.6 Reliability**

Reliability is the relative predictability of the public's travel time. Reliability focuses on how much mobility varies from day to day. It is recommended that a "buffer index" be used to estimate reliability, meaning the amount of extra time that travelers must add to their average travel time when planning trips to ensure on-time arrival. This is presented as a percentage and is easily understandable to the motoring public. Analysis techniques can also be used to forecast travel time reliability, including the use of micro simulation models. Micro-simulation modeling is not employed for this first CSMP, but may be warranted on the corridor in the next generation of CSMP.

### **3.0.7 Preservation**

Identification of the right-of-way needed to accommodate the ultimate corridor will allow land to be preserved, reducing time delays and costs on projects. Caltrans intends to work with local agencies to work together to establish plan lines and interchange "footprints" so that local agencies can use their land-use authority to preserve the necessary right-of-way for the corridor.

## **Section 4 Preliminary Performance Management and Maintenance Assessment**

The following preliminary performance assessment is based on existing data from various sources. It evaluates existing and projected traffic volumes to determine existing and future level of service (LOS) on SR-99 and its connecting highways, and identifies the Concept Facility needed for the 20 year planning horizon to operate at Concept LOS 'C' in rural areas and 'D' in urban areas. It identifies the programmed and planned ITS, operations, maintenance, and capacity increasing projects that are currently identified in programming and planning documents within San Joaquin County. It also identifies existing and future corridor management strategies.

## 4.0 Traffic Volumes

The 2006 AADT on SR-99 ranged from 64,000 to 118,000 with trucks constituting up to 14.4% of the ADT in some sections. It is projected that by 2030 AADT will be up to 192,100 at the most southern end of the corridor within San Joaquin County.

The highest 2006 AADT volumes on SR-99 ranged from 118,000 at the Stanislaus County/San Joaquin County line to 64,000 at the San Joaquin County/Sacramento County line; and peak hour volumes ranged from 13,200 to 5,750. See Table 4.0 for additional information regarding traffic volumes on SR-99.

**Table 4.0: SR-99 CSMP Traffic Volumes**

SR-99 Post Mile	Description	2006 AADT	2015 AADT	2030 AADT	2006 Peak Hour Volume	2015 Peak Hour Volume	2030 Peak Hour Volume	Truck Volume (2006)	5+ Axle Truck Volume (2006)	Truck Volume Peak Hour %	Truck Volume % of Total ADT
00.00/05.82	Stanislaus Co. Line/San Joaquin Co. Line to SR-120 W. (Manteca Bypass)	118,000	156,400	192,100	13,200	17,500	21,500	15,900	10,100	10.1	13.5
05.82/06.65	SR-120 W. (Manteca Bypass) to Rte. SR-120 E (Yosemite Ave.)	90,000	124,400	157,000	10,400	14,400	18,200	12,200	7,800	10.1	13.5
06.65/16.69	SR-120 E. (Yosemite Ave) to Mariposa Rd.	73,300	97,300	134,500	8,050	10,700	14,800	10,600	6,100	10.8	14.4
16.69/18.68	Mariposa Rd. to SR-4 (Crosstown)	98,800	134,000	177,200	11,950	16,200	21,400	13,100	7,700	10.0	13.3
18.68/19.29	SR-4 to SR-26 East	108,000	143,600	186,100	8,960	11,900	15,400	14,400	8,300	10.0	13.3
19.29/22.90	SR- 26 East to 0.22 mi. S. of Hammer Lane	97,100	127,400	169,300	10,200	13,400	17,800	13,000	7,500	10.0	13.3
22.90/29.49	0.22 mi. S. of Hammer Lane to .75 miles south of SR-12 W.	76,200	99,000	131,600	7,300	9,500	12,600	10,200	6,200	10.0	13.3
29.49/38.78	.75 miles south of SR-12 W. to San Joaquin Co./Sacramento Co. Line.	64,000	80,500	107,500	5,750	7,250	9,700	8,800	4,700	10.00	13.7

### 4.0.1 Truck Volumes

Based on 2006 volumes, SR-99 through San Joaquin County experienced the highest truck volumes of 15,900 from the Stanislaus County/San Joaquin County line to SR-120 west (Manteca Bypass) which includes 10,100 five-plus axle trucks. The 2005 truck volume peak hour percentage through the segment was 10.1%, and truck volume of total ADT represented 13.5%. Refer to Table 4.0 above for additional information regarding truck volumes on the SR-99 corridor.

## 4.1 Level of Service

Based on 2006 volumes and the six lane Proposition 1B programmed projects to widen SR-99 to six lanes from SR-120 west (Manteca Bypass) to SR-4 in Stockton (Crosstown) that are expected to go to construction in 2012, 23.67 miles of the 38.78-mile corridor will be operating at acceptable LOS 'D'. Currently, there are 9.29 miles operating at deficient LOS 'D' where it should be operating at LOS 'C' north of SR-12 west in Lodi to the San Joaquin County/Sacramento County line; and 5.82 miles are currently operating at deficient LOS 'F' south of the Manteca Bypass to the San Joaquin County/Stanislaus County line near Ripon. Without additional capacity improvements, all but 6.59 miles of the entire corridor will be operating at deficient LOS 'F' by 2015. Table 4.1 provides the existing LOS as well as LOS projections of how the corridor will be performing in 2015 and 2030. Figure 4.1 illustrates the LOS along the SR-99 corridor.

**Table 4.1: SR-99 CSMP Corridor Level of Service**

Post Mile Segment	Description	Existing Facility	LOS (2006) Existing Facility	LOS (2006) with Bond Project	LOS w/ Existing Facility (2015)	LOS w/ Existing Facility (2030)	Concept LOS	Concept Facility
Seg. 1 00.00/ 05.82	Stanislaus Co. Line/San Joaquin Co. Line to SR-120 W. (Manteca Bypass)	6 Lane Facility	F		F	F	D	8F*
Seg. 2 05.82 06.65	SR-120 W. (Manteca Bypass) to Rte. SR-120 E (Yosemite Ave.)	4 Lane Facility	F	6 Lane Facility D	F	F	D	8F*
Seg. 3 06.65/ 16.69	SR-120 E. (Yosemite Ave) to Mariposa Rd.	4 Lane Facility					D	8F*
Seg. 4 16.69/ 18.68	Mariposa Rd. to SR-4 (Crosstown)	4 Lane Facility					D	8F*
Seg. 5 18.68/ 19.29	SR-4 to SR-26 East	6F	D		F	F	D	8F*
Seg. 6 19.29/ 22.90	SR- 26 East to 0.22 mi. S. of Hammer Lane	6F	D		F	F	D	8F*
Seg. 7 22.90/ 29.49	0.22 mi. S. of Hammer Lane to .75 miles south of SR-12 W.	6F	D		E	F	D	8F*
Seg. 8 29.49/ 38.78	.75 miles south of SR-12 W. to San Joaquin Co./Sacramento Co. Line.	4F	D		F	F	C	8F

\* Additional lanes are needed to meet concept LOS for year 2030

**4.1.1 SR-99 CSMP Corridor LOS, Connecting Highways**

A preliminary performance assessment has been completed for highway connections along SR-99 to evaluate existing and projected connecting highway LOS. Table 4.1.1 and Figure 4.1.1 illustrate LOS along SR-99 and the connecting highways.

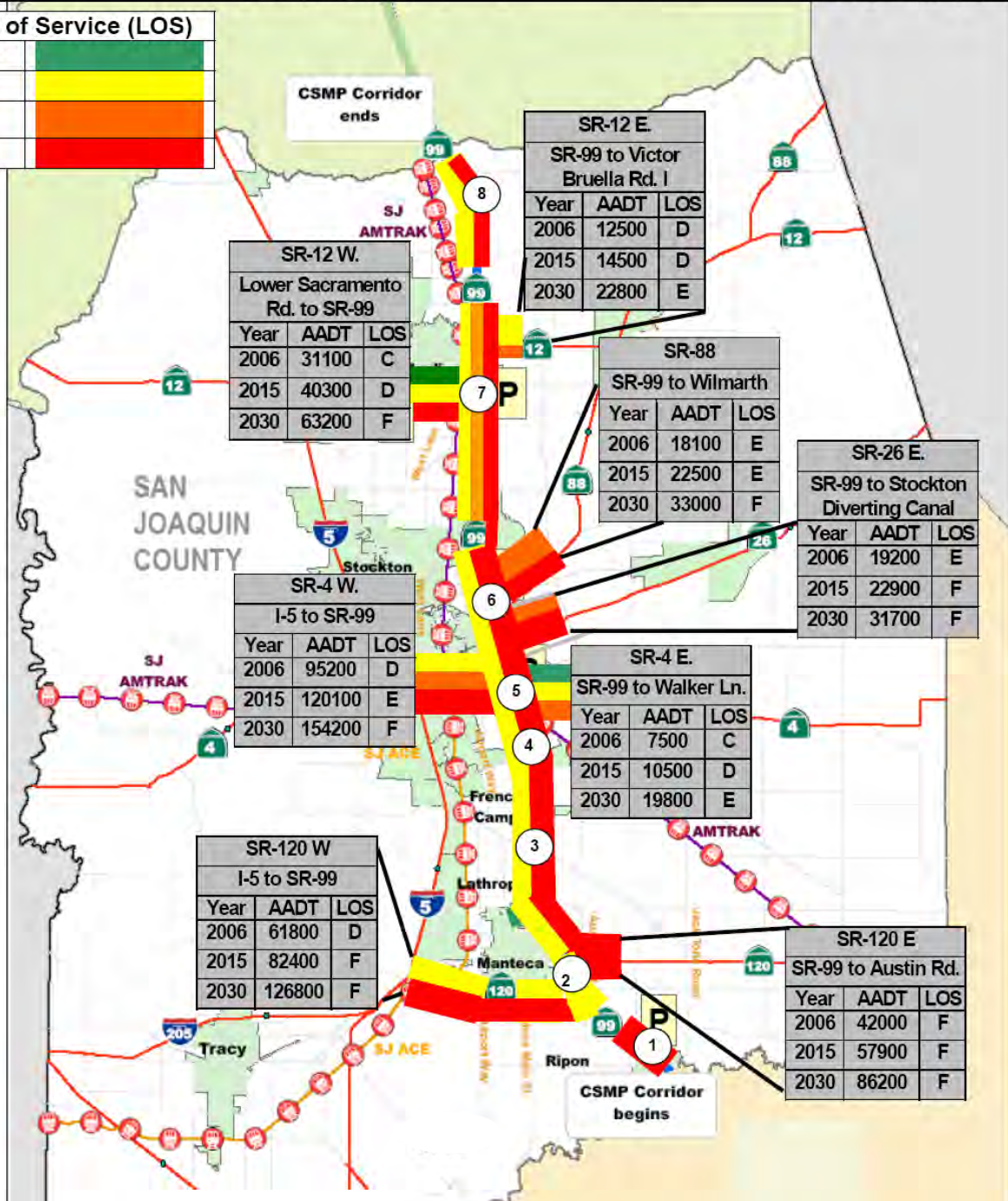
**TABLE 4.1.1: SR-99 CSMP Connecting State Highways Volumes and LOS**

State Route 99 Corridor		Connecting Highway		Connecting Corridor ADT 2006	Existing Facility LOS 2006	Connecting Corridor ADT 2015	Existing Facility LOS 2015	Connecting Corridor ADT 2030	Existing Facility LOS 2030
Seg./Co./PM	Description	PM	Description						
00.00/ 05.82	STA/SJ County Line to SR-120 W. (Manteca Bypass)	00.00/ 06.87	SR-120 W. From I-5 to SR-99	61,800	D	82,400	F	126,800	F
05.82/ 06.65	SR-120 W. (Manteca Bypass) to SR-120 E.	06.19/ 06.83	SR-120 E. From SR-99 to Austin Rd.	42,000	F	57,900	F	86,200	F
06.65/ 16.69	Rte. 120 E. (Yosemite Ave) to Mariposa Rd.								
16.69/ 18.68	Mariposa Rd. to Jct. SR-4 (Crosstown)	19.75/ 20.69	SR-4 E. From SR-99 to Walker Lane.	7,500	C	10,500	D	19,800	E
		16.05/ 19.44	SR-4 W. From I-5 to SR-99	95,200	D	120,100	E	154,200	F
18.68/ 19.29	Jct. SR-4 (Crosstown) to Jct. SR-26 E.	01.11/ 01.89	SR-26 E. From SR-99 to Stockton Diverting Canal	19,200	E	22,900	F	31,700	F
19.29/ 22.90	Jct. SR-26 E. to SR-88 to .22 miles S. of Hammer Ln.	00.00/ 01.57	SR-88 From SR-99 to Wilmarth Road	18,100	E	22,500	E	33,000	F
22.90/ 29.49	.22 mile S. of Hammer Ln. to .75 miles south of Jct. SR-12 W.								
29.49/ 38.78	.75 miles south of Jct. SR-12 W. to SJ/SAC Co. line	15.15/ 18.07	SR-12 W. From Lower Sacramento Rd. To S. Jct. SR-99	31,100	D	40,300	D	63,200	E
			SR-12 E. From SR-99 to SR- 88	12,500	D	14,500	D	22,800	E

**Figure 4.1.1.: SR-99 CSMP Connecting State Highways Volumes and LOS**

Seg.	SR-99 Segment Description	Year	AADT	LOS	Seg.	SR-99 Segment Description	Year	AADT	LOS
1	Stanislaus Co. Line/San Joaquin Co. Line to SR-120 W. (Manteca Bypass) - Six Lanes	2006	118000	F	5	SR-4 to SR-26 East Six Lanes	2006	108000	D
		2015	156400	F			2015	143600	F
		2030	192100	F			2030	186100	F
2	SR-120 W. (Manteca Bypass) to Rte. SR-120 E (Yosemite Ave.) Six Lanes	2006	90000	D	6	SR- 26 East to 0.22 mi. S. of Hammer Lane Six Lanes	2006	97100	D
		2015	124400	F			2015	127400	F
		2030	157000	F			2030	169300	F
3	SR-120 E. (Yosemite Ave) to Mariposa Rd. Six Lanes	2006	73300	D	7	0.22 mi. S. of Hammer Lane to .75 miles south of SR-12 W. Six Lanes	2006	76200	D
		2015	97300	F			2015	99000	E
		2030	134500	F			2030	131600	F
4	Mariposa Rd. to SR-4 (Crosstown) Six Lanes	2006	98800	D	8	.75 miles south of SR-12 W. to San Joaquin Co./Sacramento Co. Line Six Lanes	2006	64000	D
		2015	134000	F			2015	80500	F
		2030	177200	F			2030	107500	F

Level of Service (LOS)	
A - C	
D	
E	
F	



## **4.2 Corridor Concept Facility**

Based on the projected performance of the corridor over the next 20 years, demand will continue to exceed capacity. It is projected that more than eight lanes will be needed from the Stanislaus County/San Joaquin County Line to .75 miles south of SR-12 west in Lodi. The City of Stockton General Plan identifies the need for 10 lanes through Stockton, and the 2007 SJCOG RTP identifies long term, financially unconstrained plans for 10 lanes from Mariposa Road to Cherokee Road.

Due to right-of-way (ROW), environmental, and financial constraints the concept facility is eight lanes from the Stanislaus County/San Joaquin County line to the San Joaquin County/Sacramento County line. The concept facility includes strong consideration of ramp metering and HOV lanes throughout urban areas to manage freeway performance

The 2008 San Joaquin Regional Ramp Metering and HOV Master Plan identifies recommendations for ramp metering on northbound SR-99 from SR-120 West (Manteca Bypass) to Hammer Lane in Stockton, and will evaluate every interchange on the corridor for possible placement of ramp meter infrastructure. The plan also identifies the need for HOV lanes as fourth lanes are added in each direction. SJRTD has recommended the consideration of HOV transit ramps to accommodate transit when considerations are made for implementing HOV lanes on SR-99.

Other strategies will include expansion of incident management, traveler information, traffic surveillance and detection, advanced traffic signals, and operational improvements. It is recommended that the local jurisdictions consider the connectivity of existing and construction of new frontage roads in future commercial and residential development along SR-99.

### **4.2.1 Ultimate Transportation Corridor (UTC)**

Identification of the Ultimate Transportation Corridor (UTC) ensures that adequate ROW will be preserved to accommodate facility improvement projects beyond 2030. Just as the concept facility, due to right of way, environmental, and financial constraints the UTC and concept facility for SR-99 in San Joaquin County is eight lanes for the entire corridor. The concept facility and UTC will be re-evaluated during the next update of the SR-99 CSMP and SR-99 Transportation Concept Report (TCR).

Caltrans District 3, has identified the concept facility for SR-99 north of the San Joaquin County/Sacramento County line as four lanes plus two HOV lanes, and the UTC as six lanes plus two HOV lanes.

## **4.3 SR-99 CSMP Corridor Programmed and Planned Projects**

The SR-99 CSMP includes improvements directly or indirectly impacting the proposed CSMP transportation network that are under development or in construction. These improvement projects are either fully or partially programmed (funded) or planned (usually without specific funding sources identified).

### **4.3.1 Programmed Capacity and Interchange Projects**

There are currently two programmed projects receiving Proposition 1B 99 Bond funds to widen SR-99 to six lanes. The first project is from SR-120 West in Manteca to Arch Road in South Stockton (Manteca Widening) and the second project will widen the corridor to the Crosstown Freeway (SR-4) (South Stockton Widening). These projects will bring the facility to six lanes for the entire length in San Joaquin

County except for the segment from .75 miles north of Harney Lane to the San Joaquin County/Sacramento County line within the CSMP corridor limits.

The Manteca Widening project will also reconstruct the Main Street/Lathrop Road Interchange, extend frontage roads from French Camp Road to north of Little John's Creek, close the frontage road freeway access near Little John's Creek, and construct soundwalls and a concrete median barrier. The South Stockton Widening project will also close and rebuild existing interchanges as well as rebuild all bridges within the project limits and may include a new frontage road system.

There are three additional interchange improvements that are programmed along the corridor. The projects are located at Morada Lane, Eight Mile Road, and Harney Lane. Table 4.3.1 lists projects currently programmed for the SR-99 corridor in San Joaquin County.

**Table 4.3.1: SR-99 CSMP Programmed Capacity and Interchange Projects**

Primary Funding Source	RTP Y/N	RTP MPO ID EA	Postmile		Location	Description	Total Cost (1, 000)	Begin Const.
	Tier I		Tier II					
STIP Local 99 Bond		SJ07-1017 0E610	05.30	15.00	From SR-120 West I/C to 0.6KM north of Arch Road	Manteca Widening - Widen to 6 Lanes - reconstruct the Main Street/Lathrop Road Interchange, extend frontage roads from French Camp Road to north of Little John's Creek, close the frontage road freeway access near Little John's Creek, and construct soundwalls and concrete median barrier.	\$225,300	2012
STIP Local 99 Bond	Tier I	SJ07-1017 0E610	08.82	08.82	Main Street	Reconstruct Interchange	Included in 0E610	2012
STIP Local 99 Bond	Tier I	SJ07-1017 0E610	09.18	09.18	Lathrop Road	Reconstruct Interchange	Included in 0E610	2012
STIP Local 99 Bond	Tier I	SJ07-1018 3A100	14.60	18.40	In Stockton from .4 miles north of Arch Road to .1 miles south of Rte 4 west	South Stockton Widening - Widen to 6 lanes - close and rebuild existing interchanges as well as rebuild all bridges within the project limits. May include new frontage road system.	\$250,500	2012
STIP Local 99 Bond	Tier I	SJ07-1017 0E610	12.34	12.34	SR-99 at French Camp Road	Reconstruct Interchange	Included in 0E610	2012
STIP Local 99 Bond	Tier I	SJ07-1018 3A100	16.71	16.71	SR-99 at Mariposa	Reconstruct Interchange	Included in 3A100	2012
STIP Local 99 Bond	Tier I	SJ07-2003 3A100	16.86	16.86	SR-99 at Charter Way	Interchange Closure	Included in 3A100	2012
STIP Local 99 Bond	Tier I	SJ07-1018 3A100	17.46	17.46	SR-99 at Golden Gate	Construct New Interchange	Included in 3A100	2012
Local 2006 PA&ED	Tier I	SJ07-2030 0L140	24.00	24.50	SR-99 at Morada Lane	Reconstruct Morada Lane/99 Interchange	\$55,000	2013
Local 2006 PA&ED	Tier I	SJ07-2025 0L130	25.00	25.90	SR-99 at Eight Mile Road	Reconstruct Eight Mile Road/99 Interchange	\$82,000	2013
Local	Tier I	SJ07-2006 0S770	28.52	28.52	SR-99 at Harney Lane	Reconstruct Interchange	\$37,603	2011

### 4.3.2 Planned Capacity and Interchange Projects

Planned improvements are those projects without guaranteed funding. The 2007 SJCOG RTP identifies long term Tier II financially unconstrained plans to widen SR-99 from six to eight lanes from Ripon Road in Ripon to SR-120, and from French Camp Road in Manteca to Mariposa Road in Stockton. There are also plans to widen from eight to ten lanes from Mariposa Road to Cherokee Road in Stockton, and six to eight lanes to the San Joaquin County/Sacramento County line.

There are numerous interchange improvements including plans to reconstruct the freeway to freeway interchange at SR-4 in Stockton. Table 4.3.2 lists planned projects for the SR-99 corridor in San Joaquin County.

**Table 4.3.2: SR-99 CSMP Planned Capacity and Interchange Projects**

Primary Funding Source	RTP Y/N Tier I Tier II	RTP MPO ID	Postmile		Location	Description	Total Cost (1,000)	Begin Const.
TBD	Tier II	SJ07 1040	00.88	06.66	Stanislaus County/San Joaquin County line to SR-120 E. in Manteca	Widen 6 to 8 lanes (outside)	\$203,000	TBD
TBD	Tier I	SJ07 2015	00.88	00.88	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange including UPRR and intersection improvements at Stockton Avenue and East Main Street	\$5,000	2015
TBD	Tier II	SJ07 2039	02.01	02.01	SR-99 at Olive Road in Ripon	Construct new full access highway overhead interchange	\$100,000	2015
Local 2006 Candidate	Tier I	SJ07 0P730	04.50	05.00	In Manteca on SR-99 at Austin Road	Interchange Modifications	\$100,979	TBD
TBD	Tier I	SJ07 2016	01.70	01.70	SR-99 at Wilma Avenue	Reconstruct interchange including reconstruction of existing over crossing structure	\$5,000	2015
TBD	Tier II	SJ07 1044	12.34	16.71	French Camp Road to Mariposa Road	Widen 6 to 8 lanes (outside)	\$100,000	TBD
TBD	Tier II	SJ07 1042, 1041, 1043	14.61	28.48	Arch Road to Armstrong Road	Widen 6 to 8 lanes (outside)	\$380,000	TBD
TBD	Tier II	SJ07 2042	15.21	15.21	SR-99 at Arch/Sperry Road	Phase 2 interchange improvements	\$15,000	TBD
TBD	Tier II	SJ07 1045	16.71	20.87	Mariposa Road to Cherokee Road	Widen 8 to 10 lanes (outside)	\$150,000	TBD
TBD	Tier I	SJ07 2002	18.60	18.60	SR-99 at SR-4 (Crosstown)	Reconstruct Freeway to Freeway Interchange	\$30,000	2024
TBD	Tier II	SJ07 2036	19.51	19.51	SR-99 at SR-26	Reconstruct Interchange	\$19,500	TBD
TBD	Tier II	SJ07 2037	20.45	20.45	SR-99 at SR-88	Reconstruct Interchange	\$19,500	TBD
TBD	Tier I	SJ07 2028	21.74	21.74	SR-99 at March Lane and Wilson Way	Construction of the March Lane/SR-99 interchanges with connections to Wilson Way	\$158,000	2015
TBD	Tier II	SJ07 1038, 1039	28.30	38.80	North of Harney Road to San Joaquin County/Sacramento County Line	Widen from 4 lanes to 6 lanes	\$97,250	TBD
TBD	Tier II	SJ07 2043	28.48	28.48	SR-99 at Armstrong Road	Reconstruct Interchange	\$35,000	TBD
TBD	Tier I	SJ07 2007	29.49	29.49	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange	\$60,121	2011
TBD	Tier II	SJ07 2044	30.00	30.00	SR-99 at New Road A	Construction of New Interchange	\$35,000	TBD
TBD	Tier I	SJ07 2008	30.97	30.97	SR-99 at SR-12 East	Complete reconstruction of SR-99/SR-12 interchange to provide 6 through lanes	\$30,801	2016

## 4.4 Corridor Collision and Incidents

Based on the Traffic Accident Surveillance and Analysis System (TASAS) database information for the three year period (January 1, 2004 through December 31, 2006), 36.0 miles of the 38.78 mile-corridor experienced a lower than Statewide average rate (per million vehicle miles traveled). Table 4.4 provides additional SR-99 CSMP collision and incident information.

**Table 4.4: SR-99 CSMP Corridor Collision and Incidents**

Postmile	Description	Traffic Collision Rate (per million vehicle miles traveled) TASAS Table B (Jan 1, 2004-December 31, 2006)		
		Actual Total No. of Collisions	Collision Rate	Statewide Average Rate
00.00/05.82	STA/SJ County Line to SR-120 W. (Manteca Bypass)	407	0.55	0.91
05.82/06.65	SR-120 W. (Manteca Bypass) to SR-120 E.	77	0.96	0.81
06.65/16.69	Rte. 120 E. (Yosemite Ave) to Mariposa Rd.	525	0.67	0.80
16.69/18.68	Mariposa Rd. to Jct. SR-4 (Crosstown)	179	0.84	0.97
18.68/19.29	Jct. SR-4 (Crosstown) to Jct. SR-26 E.	59	0.83	0.98
19.29/22.90	Jct. SR-26 E. to .22 miles S. of Hammer Ln.	709	1.89	0.90
22.90/29.49	.22 mile S. of Hammer Ln. to .75 miles south of Jct. SR-12 W.	337	0.63	0.66
29.49/38.78	.75 miles south of Jct. SR-12 W. to SJ/SAC Co. line	376	0.58	0.72

## 4.5 Existing Corridor Transportation Management Strategies

### 4.5.1 Incident Management

The standard operating procedure and protocol for incident management of collisions and closures for natural causes on SR-99 is coordinated between the CHP and the Caltrans District 10 Transportation Management Center. Semi annual team meetings are held with CHP, Caltrans, and San Joaquin County agencies to discuss incident, construction, maintenance, and special event traffic management including permit related issues. Communication with the media is coordinated through the CHP.

Key ITS elements are strategically placed at major decision points and areas with high incident rates where extensive data is gathered through traffic monitoring stations, roadside weather information systems (RWIS), and closed circuit television. Caltrans District 10 communicates road and weather information via the Caltrans Highway Information Network (CHIN), changeable message signs, and highway advisory radio. Advanced traveler information systems are available through the telephone and internet via the Performance Measurement System, RWIS, and other statewide databases.

### 4.5.2 Transportation Management Plan

The transportation management plan for projects through the CSMP corridor area includes educating the traveling public through CMS's, HAR's, roadside signs and the media prior to and during construction. During construction, traffic will be managed through the use of k-rail barriers, temporary road alignments, and temporary signing/pavement delineation to provide a safe environment for both construction crews and the traveling public. Construction is typically performed during the night to avoid peak demand periods. Freeway Service Patrol (FSP) may be available during the day to relieve incident-related congestion on certain corridors or during certain construction projects. The use of Park and Ride lots, carpools and transit will be encouraged. Public transit may be subsidized with a portion of the construction resources to promote the use of transit by providing discount prices during construction.

### **4.5.3 Freeway Service Patrol**

FSP is a program run jointly by Caltrans, SJCOG, and the CHP. The program offers free service to motorists provided by privately owned tow trucks that patrol designated routes on congested urban California freeways. This reduces delay for other motorists, maintains the capacity of our highway system and increases safety for motorists by clearing hazards that may cause secondary incidents. Ongoing FSP services are currently limited to I-205 in Tracy. FSP services are utilized during highway construction, and were recently used on the SR-99 widening project from Hammer Lane to the Crosstown Freeway (SR-4). SJCOG has identified future expansion of ongoing FSP services to include SR-99.

### **4.5.4 Ramp Metering and HOV Strategies**

Rapid growth in the San Joaquin Valley (SJV) has produced significant congestion on the regional routes connecting the population centers in the SJV with job locations in the SJV and in the neighboring Sacramento and San Francisco/San Jose/Bay areas. Although commitments have been made for funding of transportation improvements, the funds are not likely to be sufficient to provide the highway capacity needed to meet the growth forecasts for the next twenty to twenty-five years. San Joaquin County is also part of the eight-county SJV Air Basin, which is in non-attainment for two of the six criteria pollutants specified by the Clean Air Act: ozone and PM<sub>10</sub>. There is urgent need to ensure that future travel is accommodated in the most efficient manner possible with the least impact on air quality.

In 2006 Caltrans contracted with SJCOG to develop a Ramp Metering and HOV Master Plan for the San Joaquin region including the counties of San Joaquin, Stanislaus, and Merced. High occupancy vehicle lanes (HOV) and ramp metering are effective operational tools for managing congestion on freeways and thereby improving regional and interregional mobility. HOV lanes are common in metropolitan areas and are the basis for innovation with the recent implementation of High Occupancy Toll (HOT) lanes. California implements ramp metering in highly congested corridors during peak traffic hours to improve freeway speeds and safety. However, in San Joaquin County, there is only one operating ramp meter and no HOV lanes. There are no ramp meters or HOV lanes in Stanislaus or Merced Counties.

The purpose of this joint Caltrans/SJCOG effort is to develop a Ramp Metering and HOV Master Plan through system analysis and political consensus, resulting in a product that all stakeholders will be able to adopt and implement, in collaboration with State and local partners. The draft Ramp Metering and HOV Master Plan identifies that ramp metering can be effective for mitigating bottleneck impacts and avoiding the breakdown of mainline flow in both northbound and southbound directions of SR-99 in San Joaquin County during both the morning and afternoon peak periods as early as 2015. The draft Ramp Metering and HOV Master Plan also identifies that HOV lanes would be beneficial in all areas of SR-99 when widened to four lanes in each direction. The potential benefits of vanpools, buses, motor cycles and approved hybrid and low emitting vehicles, overall reduction in person hours of travel, reduced vehicle miles of travel, reduced gasoline consumption and reduced pollutant emissions.

## **4.6 Corridor Rehabilitation and Maintenance Strategy**

The current rehabilitation strategy is to maintain and rehabilitate the existing facility. Projects from the SHOPP are prioritized by the needs of the State Highway. These projects maintain or improve the condition, safety, and operation of the highway, and protect the investment that has been made on the facility. The SHOPP program includes six types of projects that would affect SR-99:

- a) Collision Reduction;
- b) Roadway Preservation;
- c) Bridge Preservation;
- d) Roadside Preservation;
- e) Mobility Improvements; and
- f) Mandates (storm water requirements and emergency-type projects)

Nominated projects within each category compete for available dollars with other projects on a statewide basis. Collision reduction improvements that meet certain thresholds of cost-benefit criteria are funded first from the SHOPP before other needs are addressed.

The 10-year SHOPP includes investments in projects in both the rehabilitation and preventive maintenance categories. This investment is expected to provide highway appearance and condition ratings similar to current conditions, which are less than Caltrans performance targets and the desires of the communities served by SR-99.

#### 4.6.1 Programmed Operational Improvement Projects

In addition to closing and rebuilding existing interchanges as well as rebuilding all bridges within the project limits, the South Stockton Widening project will include a new frontage road system. The Manteca Widening project will include reconstructing the Main Street/Lathrop Road Interchange, extend frontage roads from French Camp Road to north of Little John’s Creek, close the frontage road freeway access near Little John’s Creek, and construct soundwalls and concrete median barrier.

There is also a programmed Collision Reduction SHOPP project identified for SR-99 in San Joaquin County to upgrade 1.7 miles of median barrier in and near Ripon from the Stanislaus County/San Joaquin County line to Milgeo Ave. in Ripon. Tables 4.6.1 lists the programmed operational and maintenance and rehabilitation projects along the SR-99 CSMP corridor.

**Table 4.6.1: SR-99 Programmed Operational Improvement Project List**

Primary Funding Source	RTP Y/N Tier I Tier II	RTP MPO ID	Postmile		Location	Description	Total Cost (1, 000)	Begin Const.
SHOPP	Tier I	SJ07-0313 0L630	00.00	01.70	In and near Ripon, from the Stanislaus County Line to Milgeo Avenue	Upgrade median barrier	\$11,362	2011

#### 4.6.2 Planned Operational Improvement Projects

The CSMP development team has proposed 18 operational improvements along the SR-99 CSMP corridor. These improvements are proposed and currently not funded. There is one improvement to construct an auxiliary lane from eastbound SR-120 to Austin Road in Manteca. The remaining 17 operational improvements are located north of Armstrong Road north of Stockton, to Liberty Road north of Lodi. These improvements include one project to construct an auxiliary lane on the northbound on ramp from Harney Lane to the south Lodi Overhead; and 16 projects to increase auxiliary lanes at Armstrong Road, Victor Road, Turner Road, Mokelumne River undercrossing, Woodbridge Road,

Acampo Road, Peltier Road, Jahant Road, Collier Road, and Liberty Road. Table 4.6.2 lists the planned operational and rehabilitation projects on SR-99.

**Table 4.6.2: SR-99 Planned Operational Improvement Project List**

Primary Funding Source	RTP Y/N Tier I Tier II	RTP MPO ID	Postmile		Location	Description	Total Cost (1, 000)	Begin Const.
SHOPP	No	Not Assigned	5.59	5.03	Southbound from Eastbound SR-120 to Austin Road, in Manteca	Construct auxiliary lane.	TBD	2020-2022
SHOPP 2008A CAND	No	0N910	27.00	27.70	In the Armstrong Road I/C near the city of Lodi	Bear Creek Median Barrier Replacement planting - replacement planting	\$623	2019
SHOPP	No	Not Assigned	27.51	TBD	Southbound on-ramp from Armstrong Road north of Stockton.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	27.57	TBD	Northbound on-ramp from Armstrong Road, north of Stockton.	Increase acceleration Lane.	TBD	2020-2022
SHOPP	No	Not Assigned	28.46	28.81	Northbound on-ramp from Harney Lane, to northbound off-ramp to S. Lodi O.D., in Lodi.	Construct auxiliary lane.	TBD	2020-2022
SHOPP	No	Not Assigned	30.78	TBD	Southbound on-ramp from Victor Road, in Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	30.92	TBD	Northbound on-ramp from Victor Road, in Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	31.34	TBD	Southbound on-ramp from Turner Road, in Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	31.97	TBD	Northbound on-ramp from Mokelumne River UC, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	32.41	TBD	Southbound on-ramp from Woodbridge Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	32.74	TBD	Northbound on-ramp from Woodbridge Road, north of Lodi.	Increase acceleration Lane.	TBD	2020-2022
SHOPP	No	Not Assigned	33.45	TBD	Southbound on-ramp from Acampo Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	33.71	TBD	Northbound on-ramp from Acampo Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	34.42	TBD	Southbound on-ramp from Peltier Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	34.72	TBD	Northbound on-ramp from Peltier Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	35.75	TBD	Northbound on-ramp from Jahant Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	36.51	TBD	Northbound on-ramp from Collier Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	37.75	TBD	Northbound on-ramp from Liberty Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022
SHOPP	No	Not Assigned	37.76	TBD	Southbound on-ramp from Liberty Road, north of Lodi.	Increase acceleration lane.	TBD	2020-2022

### 4.6.3 Corridor Maintenance Conditions and Preservation

#### 4.6.3.1 Pavement Conditions

The Caltrans Division of Maintenance conducts a Pavement Condition Survey (PCS) annually to identify pavement distress. Based on the most recent survey, the SR-99 corridor exhibits structural distress needing pavement rehabilitation. The PCS is used to identify needs in the roadway preservation programs (Roadway Rehabilitation and Pavement Preservation).

Based on 2005 maintenance pavement condition data, 32.4 lane miles of the 77.56 corridor lane miles are identified for rehabilitation strategies. Table 4.6.3.1 lists the segments identified for rehabilitation strategies along the SR-99 CSMP corridor.

**Table 4.6.3.1: Corridor Pavement Distress**

Segment	Description	2005 Maintenance Conditions
		# of Distressed Lane Miles
00.00/05.82	STA/SJ County Line to SR-120 W. (Manteca Bypass)	16.5
05.82/06.65	SR-120 W. (Manteca Bypass) to SR-120 E	1.5
06.65/16.69	Rte. 120 E. (Yosemite Ave) to Mariposa Rd.	9.5
16.69/18.68	Mariposa Rd. to Jct. SR-4 (Crosstown)	4.3
18.68/19.29	Jct. SR-4 (Crosstown) to Jct. SR-26 E.	0.6
		32.4 Total Distressed Lane Miles

#### 4.6.3.2 Bridge Conditions

Office of Structures Maintenance and Investigations of the Engineering Service Center (OSM&I-ESC) conducts periodic inspections of all State structures. The Structures Replacement and Improvement Needs (STRAIN) report is used to identify needs for the Bridge Preservation Programs (Bridge Replacement/Rehabilitation, Scour Mitigation, Rail Replacement/Upgrade, Seismic Restoration and Widening). Based on the most recent reports, there are currently nine bridges identified on the STRAIN. Table 4.6.3.2 provides additional information on bridges identified for replacement and or improvement needs on the SR-99 CSMP corridor.

**TABLE 4.6.3.2: SR-99 CSMP Corridor Bridge Needs**

Segment	Description	SR-99 Maintenance Bridge Data	
		Bridge Name	Bridge #/ Location
SJ 00.00/05.82	Stanislaus/San Joaquin County Line to Rte. 120 W. (Manteca Bypass)	Stanislaus River	29 0013L&R (PM 00.00)
		Acacia Ave. POC	29 0067 (PM 01.31)
SJ 06.65/16.69	Rte. 120 E. (Yosemite Ave) to Mariposa Rd	Turner Station OH	29 0071L&R (PM 11.47)
		Lone Tree Slough	29 0023L&R (PM 11.80)
		French Camp Slough	29 0019L&R (PM 12.33)
		Little John Creek	29 0017L&R (PM 12.53)
SJ 16.69/18.68	Mariposa Rd to Jct. SR-4 (Crosstown)	Marsh Street POC	29 0307 (PM 18.47)
SJ 29.49/38.78	.75 miles south of Jct. Rte 12 West to SJ/SAC Co. Line	Lodi UP	29 0151 (PM 31.00)
		Jahant Road OC	9 0134 (PM 35.60)

#### 4.6.4 Corridor Preservation Management Practices

##### 4.6.4.1 Right-of-Way, Preservation of Ultimate Transportation Corridor

Identification of the UTC and subsequent preservation of the right-of-way will ensure adequate right-of-way (ROW) will be preserved to accommodate facility improvement projects beyond 2030. The ultimate corridor concept for SR-99 in San Joaquin County is the same as the 20 year concept facility of 8 lanes.

There are many existing ramps and bridges along the CSMP corridor that do not meet current standards. Extensive development has occurred that will impact expansion of the freeway due to the heightened cost of right-of-way acquisition. The Department intends to work with local agencies should work together to establish plan lines and interchange “footprints” so that local agencies can use their land-use authority to

preserve the necessary right-of-way for the corridor. Caltrans also intends to work with local agencies to have plan lines adopted into those jurisdiction's General Plan circulation elements. This will also accelerate the necessary environmental clearances. District 6 is currently in the process working on test model in Madera to verify the existing right-of-way information and the amount needed to accommodate the UTC. The expectation is that the model will eventually expand throughout the entire SR-99 corridor.

The frontage roads along SR-99 are fragmented and do not serve the corridor for any extended length. It is recommended that local jurisdictions consider the connectivity of existing and the construction of new frontage roads in future commercial and residential development along SR-99. A connected frontage road system will serve as a reliever to the corridor and may serve to preserve future needed right-of-way.

#### **4.6.5 Access Control**

The California Freeway and Expressway System has made a large financial investment in access control to insure safety and operational integrity of the highways. The Freeway Agreement documents the understanding between Caltrans and the local agency relating to the planned traffic circulation features of the proposed facility. In the event that the freeway is fully constructed, it shows which streets may be closed or connected to the freeway; it shows which streets and roads may be separated from the freeway; it shows the location of frontage roads; and it shows how streets may be relocated, extended or otherwise modified to maintain traffic circulation in relation to the freeway. Agreements are often executed many years before construction is anticipated and they form the basis for future planning, not only by Caltrans, but also by public and private interests in the community.

The legislative intent for requiring Freeway Agreements is to obtain the local agency's support of local road closures and changes to the local circulation system and to protect property rights and to assure adequate service to the community. Access control is necessary on the freeway or expressway so that current and future traffic safety and operations are not compromised.

### **4.7 Smart Land Use Management Practices**

#### **4.7.1 2007 San Joaquin Regional Congestion Management Program**

The 2007 SJCOG Regional Congestion Management Plan (RCMP), which was approved on December 6, 2007 by the SJCOG Board of Directors and became operative on January 2, 2008, reflects a renewed vision of the future of travel in San Joaquin County. This approach recognized that effective strategies must incorporate multiple partners, multiple modes of transportation, and multiple funding strategies to achieve success.

In addition to needing to meet the mandate for a RCMP provided by the 2006 renewal of County ordinance #06-01, the Traffic Relief, Safety, Transit, and Road Maintenance Program Ordinance (Measure K), SJCOG recognized that the goals of this revision were similar to those of the 2005 Federal transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU included a "Congestion Management Process" targeted at reducing Single Occupancy Vehicle (SOV) travel without increasing roadway capacity. As detailed within the Plan, the RCMP meets the requirements of the State CMP legislation and the Measure K Ordinance, and it is compliant with SAFETEA-LU.

Strategies to combat congestion and its impacts on economic development must focus on a broad set of supply-side and demand-side strategies that embrace the latest thinking about reducing SOV trips,

including more pro-active land use and pricing policies, coordinated investment in alternative modes of transportation, and new incentives for getting people out of their cars. Among these strategies are the following:

- A land use monitoring, reporting and information program that considers how local land use decisions affect travel on the RCMP transportation network. This program provides a framework for identifying land uses that creates significant new peak hour vehicle trips, prepares a public reporting and accounting of the potential impacts, and guides developers and land-owners to utilize new strategies that promote a mix of uses, greater density, less parking, and direct investment in transit, walking and/or biking.
- A set of multi-modal performance measures with specific standards that set targets for improving transit, walking, and biking throughout the county.
- A measurable goal to keep the growth in vehicle miles traveled (VMT) no larger than the growth in the county's population.
- A toolbox of TDM strategies for use by the region, municipalities, land owners and developers to begin building realistic incentives to reduce SOV trip-making far in advance of problematic congestion.
- A coordinated approach to congestion problems that brings all private and public partners together to find a workable and cost-effective solution which doesn't unrealistically rest responsibility on one entity.
- SJCOG is required to monitor all elements of the RCMP to ensure that the County and cities are in conformance with the RCMP. State CMP legislation mandates that a conformity determination be prepared biennially. In September of each odd numbered year, local governments are expected to work with SJCOG to develop a monitoring report for their jurisdiction. This report will cover the following requirements:
  - Documenting land use decisions made during the previous two years;
  - Progress with implementation of identified programs;
  - Progress with a detailed TDM and alternate modal program where required by a LOS "D" on the RCMP road network;
  - Progress made in the development and implementation of Deficiency Plans for segments that are operating at a LOS of "E" or "F";
  - Adoption of a program to analyze the impacts of land use decisions, including an estimate of costs associated with mitigating these impacts;
  - Submittal of projects for the CIP.

Additionally, "Measure K" calls for an Annual Report to be produced and adopted by the San Joaquin Transportation Authority to determine and document the compliance of all local agencies and SJCOG. Should a local agency fail to comply with the requirements of Measure K, that agency will be suspended from being allocated Congestion Relief funds for new projects until found to be in compliance. By meeting conformance requirements local jurisdictions ensure that public funding for transportation improvements is not withheld.

#### 4.7.2 Developer Contributions

In 2006 the incorporated cities, County of San Joaquin, and the San Joaquin Council of Governments adopted a Regional Transportation Impact Fee (RTIF) to ensure that new development in San Joaquin County provides adequate funding to mitigate the impact of the development on travel and congestion in the region. The RTIF Program’s objective is to obtain funding from development projects that have an impact upon the Regional Transportation Network and to integrate these funds with federal, State, and other local funding to fund transportation improvements identified in the RTIF Program. The fees go towards improving regionally significant transportation routes in the region of San Joaquin County.

The fee structure is universally applied by all participating cities and the County of San Joaquin. For the period of July 1, 2008 and ending June 30, 2009, the fee structure is as follows:

Residential		Non-Residential		
Single Family	Multi-Family	Retail	Office	Industrial
\$2,837.23	\$1,702.34	\$1.13	\$1.43	\$0.85
DUE	DUE	Square Foot	Square Foot	Square Foot

The RTIF program is unique because each city/county collects the fee and controls the use of the majority of the fees collected on eligible projects at their discretion. A portion of the fees collected are distributed to the County of San Joaquin and SJCOG. The fee distribution and intended application of the fee is as follows:

- (a). Ten (10) percent of the amounts collected by the Cities shall be paid directly to the County on a quarterly basis for the purpose of funding RTIF Capital Projects within the County of San Joaquin.
- (b). Ten (10) percent of the amounts collected by each Participating Agency shall be paid directly to SJCOG on a quarterly basis for the purposes of funding state highway improvements on the RTIF Project List.
- (c). Five (5) percent of the amounts collected by each Participating Agency shall be paid directly to SJCOG on a quarterly basis for the purposes of funding transit improvements on the RTIF Project List.
- (d). Seventy Five (75) percent of the amounts collected by each city shall be retained by each city collecting such funds for the purposes of funding RTIF Capital Projects, and Eighty Five (85) percent of the amounts collected by the County shall be retained by the County for the purposes of funding RTIF Capital Projects.

#### 4.7.3 Local Agency Transportation Impact Fees

In San Joaquin County, all cities, and San Joaquin County collect traffic impact fees for the transportation system including the state highway system. The fees are generally charged to new development projects or development expansion projects to offset the cost of needed roadway capacity improvements due to the auto trips generated from the development.

#### **4.7.4 Regional Planning and Coordination**

##### **4.7.4.1 SR-99 Corridor Master Plan.**

Collectively, Caltrans, local agencies, business interests, community groups and organizations including the Great Valley Center (GVC) have prepared a number of planning documents intended to improve the capacity and efficiency as well as the aesthetics of the Highway 99 corridor. The Department in cooperation and coordination with the GVC 99 Task Force completed a Route 99 Corridor Enhancement Master Plan, which placed emphasis on creating a “sense of place” as a means of distinguishing one community along SR-99 from another, above and beyond the more standard types of planned projects.

The Business, Transportation and Housing Agency then requested that Caltrans prepare a Business Plan for the orderly improvement of State Route 99 throughout the SJV. These two products were completed in 2005 and became known as the Route 99 Corridor Master Plan. The SR-99 Business Plan is currently being updated to reflect existing conditions and to complete several Plan goals. It is the intent of this CSMP to be consistent with the goals of the SR-99 Business Plan.

##### **4.7.4.2 Valley Wide Transit Study**

Caltrans recently awarded a partnership planning grant to fund the SJV Express Transit Study with MCAG as lead working with the counties of Kern, Kings, Tulare, Fresno, Madera, Merced, Stanislaus, and San Joaquin. The study will address current and future needs for coordinated bus services throughout the region, resulting in the creation of a more integrated transit network within the SJV and improving the existing transit system. The study will also examine the potential for connectivity with other modes of transportation such as BART, ACE, and Amtrak.

##### **4.7.4.3 Interregional Transportation Partnership Planning**

Caltrans also recently awarded SJCOG a Partnership Planning grant to fund the Interregional Transportation Partnership Planning program. SJCOG has taken lead on the effort to bring together stakeholders from the SJV and the San Francisco/San Jose/Bay Area to explore ways to address complex, interregional growth issues, including interregional transportation, goods movement, and air quality. The program will develop a five-year strategic plan of regional transportation improvement strategies and a memorandum of understanding documenting support from the SJV and San Francisco/San Jose Bay Area regions for implementation.

##### **4.7.4.4 Valley Wide Regional Blueprint Strategies**

Building on successful planning studies conducted by several California metropolitan transportation planning agencies over the past four years, Caltrans provided a planning grant to MCAG on behalf of the eight SJV regional planning agencies to prepare a “visioning” plan for the Valley. The goal of the SJV Blueprint Planning Process is to facilitate the public’s development and implementation of a SJV Regional Vision addressing the growth of San Joaquin, Stanislaus, Merced, Madera, Fresno, Tulare, Kings and Kern Counties, with an emphasis that shows the links between: Land use, agricultural, environment, transportation, and air quality. SJCOG and Caltrans District 10 are actively participating in the Valley wide Regional Blueprint process.

## Section 5 Comprehensive Performance Assessment and Corridor System Management Strategies

The comprehensive performance assessment evaluates congestion, delay, and performance of the corridor by analyzing the existing (2006 base year) LOS, and projections for years 2015 and 2030, and the actual accident rates over a three year period. In addition, the CSMP provides expected benefits and performance of the Proposition 1B 99 Bond Act (Manteca Widening and South Stockton Widening) projects.

Also included are the system management strategies that are needed to manage the performance of the corridor, and a Ten Year Implementation Plan that identifies transportation improvements currently provided in the STIP, SHOPP, SJCOG RTP, and other transportation programming and planning documents along the SR-99 corridor. The project list includes ITS, detection, operational, rehabilitation, interchange/intersection, capacity increasing, park-and-ride, and bicycle facility improvements. The project list also includes proposed improvements not yet identified in programming and planning documents, and it is expected that these improvements will be considered during the next available update of transportation planning and programming processes. Ten Year Implementation Plan and Project List on pages 53 through 57.

### 5.0 Delays

Reduced speeds and bottlenecks (areas of congestion) indicate that the current capacity of SR-99 is no longer adequate. In spite of the widening projects, congestion will still persist from increases in AADT and peak hour traffic, increases in traffic merging on and off the freeway, and the large percentage of truck traffic, primarily five plus axle trucks.

Traffic flow can also be affected by inadequate spacing between interchanges. Insufficient distances for vehicles to safely and efficiently merge on and off the highway may lead to congestion and a subsequent increase in accidents. Where substandard spacing exists, interchange spacing should be increased, auxiliary lanes added, or other operational solutions constructed to decrease the merging conflicts and improve operations. This may result in permanently removing some interchanges.

Impacts to capacity include the number and width of lanes; the location, spacing, and type of interchanges; the presence and width of shoulders; and the condition of the pavement. Increasing capacity could be achieved by widening the route; however, the ability to widen the route is hampered by available right-of-way and adjacent present and planned development.

Fog is a frequent cause of accidents and delay during the winter months, occasionally requiring the use of CHP pace cars. Interregional traffic as well as local traffic is delayed, impeding the efficient movement of people and goods. Caltrans District 10 uses a sophisticated multi-sensor automated warning system composed of roadside weather stations, visibility meters, and traffic monitoring stations to reduce accidents and delays due to adverse conditions.



The primary function of the Caltrans Automated Warning System (CAWS) is to detect the presence of adverse weather conditions and/or congested traffic and then warn the driver of such conditions automatically using changeable message signs. The CAWS is composed of 24 separate stations each consisting of remote roadside weather stations and/or Inductive Loop Speed Detectors and one Model 500 Changeable Message Sign. The CAWS is controlled by a network in the District 10 Transportation Management Center (TMC). The CAWS currently serves the corridors of Interstate 5, Interstate 205, Highway 120, and Highway 99.

The AADT on SR-99 in San Joaquin County currently ranges from 64,000 to 118,000 with trucks constituting 14.4% of the AADT in some sections, and it is projected that by 2030 AADT will be up to 192,100 at the most southern end of the corridor within San Joaquin County.

The South Stockton widening and Manteca Widening projects will bring 13.36 miles of SR-99 to six lanes, which will bring the entire facility to six lanes except for the most northern segment of the corridor north of Lodi, which is currently four lanes. Based on 2006 volumes and the six lane programmed widening projects expected to go to construction in 2012, 23.67 miles of the 38.78-mile corridor will be operating at acceptable LOS 'D'.

**Congestion on SR-99**



There are 9.29 miles operating at deficient LOS 'D' where it should be operating at LOS 'C' north of SR-12 west in Lodi to the San Joaquin County/Sacramento County line, and 5.82 miles are currently operating at deficient LOS 'F' south of the Manteca Bypass to the San Joaquin County/Stanislaus County line near Ripon. It is projected that without additional capacity improvements, the entire corridor will be operating at deficient LOS 'F' by 2015 except for 6.59 miles from Hammer Lane to SR-12 west in Lodi which will be operating at deficient LOS 'E' and 'F' by 2030.

Based on TASAS information from January 1, 2004 through December 31, 2006, 36.0 miles of the 38.78-mile corridor were experiencing a lower than statewide average collision (per million vehicle miles traveled). Table 4.4 on page 37 lists the general locations of accidents along the SR-99 corridor in San Joaquin County.

## **5.1 Proposition 1B 99 Bond Act Project Benefits**

### **5.1.1 Manteca Widening**

The Manteca Widening project will widen approximately 9.7 miles of SR-99 from four to six lanes from SR-120 west to north of Arch Road. The project will also reconstruct the Main Street/Lathrop Road Interchange, extend frontage roads from French Camp Road to north of Little John's Creek, close the frontage road freeway access near Little John's Creek, and construct sound walls and concrete median barrier and add ITS elements as appropriate. The project is expected to begin construction in March 2012.

The project will ease congestion, improve mobility, decrease commute times for all drivers, and enhance safety for interregional and regional trips within and through the county. The daily vehicle hours of delay saved is estimated to be 12,592 hours. The daily peak duration person-minutes saved is estimated to be 16.1 minutes per individual and 1,002,757 minutes cumulative.

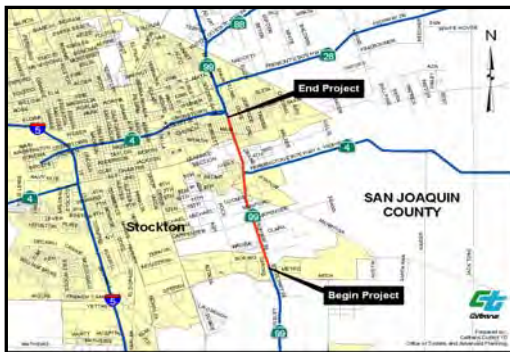


Project Benefits	
Daily Travel Time Savings (hours)	12,592
Peak Period Time Savings (minutes):	1,002,757

### 5.1.2 South Stockton Widening

This project will widen approximately 3.8 miles of SR-99 from four to six lanes from north of Arch Road to south of SR 4 west. The project will also close and rebuild existing interchanges as well as rebuild all bridges within the project limits. The project is expected to begin construction in June 2012.

This project will ease congestion, improve mobility, decrease commute times for all drivers, and enhance safety for interregional and regional trips within and through the county. The daily vehicle hours of delay saved is estimated to be 4,722 hours. The daily peak duration person-minutes saved is estimated to be 5.5 minutes per individual and 376,053 minutes cumulative.



Project Benefits	
Daily Travel Time Savings (hours)	4,722
Peak Period Time Savings (minutes)	376,053

## 5.2 SR-99 CSMP Transportation System Management Strategies and Ten Year Implementation Plan

### 5.2.1 SR-99 CSMP Transportation System Management Strategies

Analysis indicates that demand will continue to exceed capacity on SR-99 through San Joaquin County. The 2007 SJCOG RTP financially unconstrained project list identifies the need for 10 lanes from Mariposa Road to Cherokee Road. The City of Stockton General Plan also identifies the need for ten lanes through Stockton from North Gateway to Mariposa Road. Due to right-of-way, environmental, and financial considerations, the SR-99 concept facility for the 20 year planning horizon is eight lanes. In order to manage the performance of the corridor, reduce congestion, enhance safety, and preserve the

mobility gains of the Proposition 1B 99 Bond Act investments, Caltrans District 10 and SJCOG are committed to the following system management strategies:

- The draft San Joaquin Regional Ramp Metering and HOV Master Plan identifies that ramp metering can be effective for mitigating bottleneck impacts and avoiding the breakdown of mainline flow in both northbound and southbound directions of SR-99 in San Joaquin County during both the morning and afternoon peak periods as early as 2015. The final Ramp Metering and HOV Master Plan will identify the prioritization of specific interchange locations for implementing ramp metering.

The actual implementation of ramp metering is planned to occur through the joint development and adoption of cooperative policies to establish the authorities, roles and responsibilities of all parties in the management of the ramp metering, freeway and arterial roadway system, and in the mitigation of local roadway impacts. Such an interagency agreement will establish a process to ensure that concerns of local agencies are addressed and resolved, including a process for review of impacts and refinement of metering parameters.

Subsequent to the adoption of cooperative policies by local jurisdictions and Caltrans, a working group of local agencies and Caltrans will be established to develop a detailed ramp metering plan that identifies ramp metering locations, specific ramp metering rates, methods for preventing queues spilling back onto arterials; and locations for HOV bypass. Local jurisdictions and Caltrans will continue the current program of incorporating ramp metering elements (i.e. metering infrastructure, geometric improvements) into other programmed and planned freeway and interchange improvement projects.

The draft Ramp Metering and HOV Master Plan also identifies that HOV lanes would be beneficial in all areas of SR-99 when widened to four lanes in each direction. SJRTD has recommended that all ramp metering and HOV lanes be designed to accommodate the operation of transit buses.

- Expansion of ITS elements to enhance incident management, traveler information, traffic detection, and synchronization of traffic signals. There are 37 existing ITS elements and 39 PeMS detection stations along the CSMP corridor, and 16 ITS elements are currently programmed for implementation. There are 15 segments along the corridor that have been identified for further PeMS implementation, and an additional 32 ITS elements that are planned and proposed for the corridor.

The existing and planned ITS infrastructure represents a wide collection of instrumentation some of which combines several technologies in a single integrated system. The elements are placed in strategic locations to provide optimal benefit to the public or provide Caltrans TMC with data used to manage the corridor. The TMC uses the collected data to post advisories during incident management through CMS, HAR, or other media to alert approaching traffic to avoid possible secondary accidents, encourage diversion away from an incident, or dispatch Traffic Management Teams in the field.

ITS project improvements are categorized as short-term (0 - 4 years), mid-term (5 - 7 years) and long-term (8 to 10 years). Short-term project goals for SR-99 include placing ITS elements at major decision points within STIP and SR-99 Bond funded projects. Mid-term project goals for SR-99 include TMS for congestion monitoring of lane volumes and possible travel time calculations, as well as CCTV for incident verification and management. Long-term project goals for SR-99 include

full instrumentation of ITS elements along freeway corridors. The programmed, planned, and proposed ITS projects are listed in the Ten Year Implementation Plan and Project List on pages 53 through 57.

- Management of collisions and closures. Coordination meetings will continue to be held twice a year with CHP, Caltrans, local agencies within San Joaquin County, and the Office of Emergency Services to discuss incident, construction, maintenance, and special event traffic management, including permit related issues.
- Expansion of operational and rehabilitation improvements will include auxiliary lanes, acceleration lanes, reconstruct and modify interchanges and bridges, AC overlays, median barriers, and landscaping. In addition to the operational improvements that are included in the Proposition 1B South Stockton Widening, and Manteca Widening projects expected to go to construction in 2012, and the project to upgrade the median barrier near Ripon, there are 21 planned and proposed operational improvements, 10 programmed interchange projects, and 12 interchange projects planned for the corridor.

The programmed and planned project improvements will provide safety and operational benefits at the location of the improvements and contribute to the overall improved performance of the corridor. Improvements are categorized as short-term (0 - 4 years), mid-term (5 - 7 years) and long-term (8 to 10 years). Short and mid term project goals for SR-99 include the operational improvements within the SR-99 Bond projects, and those currently programmed in the STIP and SHOPP. Long-term project goals include operational improvements not currently identified for funding. The programmed, planned, and proposed operational, rehabilitation, and interchange improvements are listed in the Ten Year Implementation Plan and Project List on pages 53 through 57.

- Expansion of FSP services. FSP services will be utilized during the construction of the SR-99 widening projects, and there are plans under discussion to continue services on SR-99 after construction of the South Stockton Widening project.
- Expansion of transportation demand management practices. Plans for expansion of TDM practices include construction of new park and ride facilities with transit connectivity, and continued work force vanpool and ride share services through Commute Connection. There are six existing park and ride facilities on SR-99 and six are planned for the corridor. The planned and proposed park and ride facilities are listed in the Ten Year Implementation Plan and Project List on pages 53 through 57.
- Connectivity of bike and pedestrian facilities crossing and along SR-99. There are nine existing bike and pedestrian facilities, and 25 facilities are planned and proposed for the corridor. The planned bike and pedestrian facilities are listed in the Ten Year Implementation Plan and Project List on pages 53 through 57.
- Development of an ongoing multi-jurisdictional transportation system management committee. The CSMP development team identified the need to continue to meet periodically to discuss coordinated transportation system management strategies including ITS implementation, 511, traffic light synchronization, and expanded transportation demand management within San Joaquin County and connecting counties.
- The CSMP team identified the need to address the lack of local STAA routes, access, and truck parking issues along SR-99 and throughout San Joaquin County. The SJCOG Goods Movement Task Force will serve to evaluate and coordinate discussion of these local and regional issues.

- Maintain and support existing transit service along SR-99; expand in future if/when HOV lanes are implemented on SR-99. Implementation of BRT services from downtown to north Stockton and expansion to the Stockton Metropolitan Airport and I-205 in Tracy.
- Consider the connectivity of existing and construction of new frontage roads when evaluating future transportation projects, and commercial and residential development along SR-99.
- Support findings of the Draft 2008 San Joaquin Regional Expressway Study currently under development. The study identifies local regional expressway alignments that serve as alternate routes to reduce trips on the State highway system including major local parallel facilities serving SR-99 in San Joaquin County.
- Implementation of the 2007 SJCOG Congestion Management Plan. Strategies identified in the 2007 SJCOG Congestion Management Plan combat congestion and its impacts on economic development. The strategies include reducing SOV trips, pro-active land use and pricing policies, coordinated investment in alternative modes of transportation, and new incentives for getting people out of their cars.

### **5.2.2 Ten Year Implementation Plan**

The SR-99 CSMP includes a Ten Year Implementation Plan or project listing of transportation improvements and system management strategies currently identified in the STIP, SHOPP, RTP, and other transportation programming and planning documents. The project list is a compilation of previously discussed programmed and planned ITS, detection, operational, rehabilitation, interchange/intersection, capacity increasing, park-and-ride, and bike facility improvements along the corridor. Subsequent to the adoption of cooperative policies by local jurisdictions and Caltrans for ramp metering, a working group of local agencies and Caltrans will be established to develop a detailed ramp metering plan that identifies specific ramp metering locations, the specific improvements required to facilitate ramp metering at those locations, and how improvements will be funded. Local jurisdictions and Caltrans will continue the current program of incorporating ramp metering elements (i.e. metering infrastructure, geometric improvements) into other programmed and planned freeway and interchange improvement projects.

The project list also includes previously discussed proposed improvements and system management strategies that have been recommended as a result of the CSMP development process. Funding for the proposed improvements has not been identified and they are considered planned projects for CSMP purposes. It is expected that these improvements will be considered during the next available update of transportation planning and programming processes.

The 10 year planning horizon extends ten years from the begin construction date of the Proposition 1B 99 Bond Act Manteca Widening and South Stockton Widening projects or 2022. Refer to Figure 5.2.2 and Table 5.2.2 Ten Year Implementation Plan and project list on pages 53 through 57.

### **5.3 Other Considerations**

While project specific considerations are not included in this CSMP, the following will need to be considered during implementation of the improvements identified in the SR-99 CSMP 10-Year Implementation Plan:

### Context Sensitive Solutions

Caltrans uses “Context Sensitive Solutions” (CSS) as an approach to plan, design, construct, maintain and operate its transportation system. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. CSS are reached through a collaborative, interdisciplinary approach involving all stakeholders and meets transportation goals in harmony with community goals and natural environments.

CSS require careful, imaginative, and early planning, and continuous community involvement. The context of all projects and activities is a key factor in reaching decisions. It is considered for all State transportation and support facilities when defining, developing, and evaluating options.

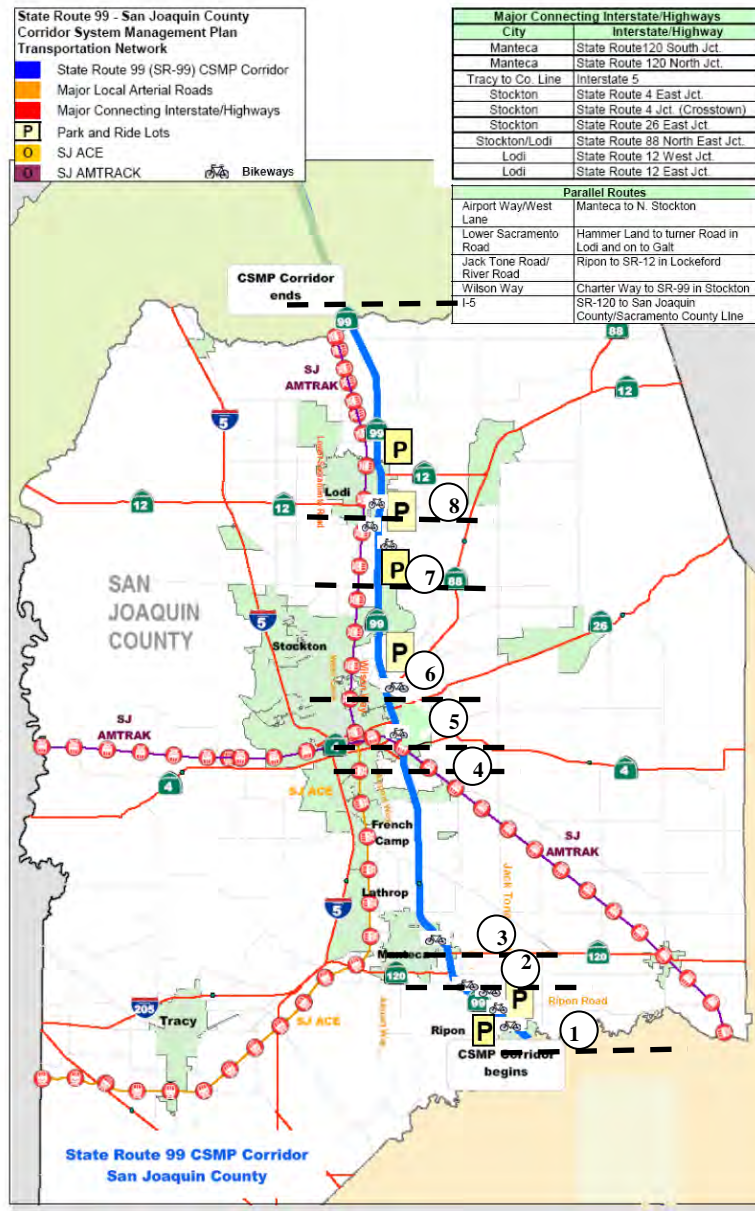
Relevant laws, rules, and regulations must be investigated when considering CSS issues such as funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes, and safety.

### Safety Conscious Planning

Safety conscious planning is incorporated into all planning processes and complements context sensitive solutions. As in most projects, a need is established before a project can be built.

Factors such as congestion, collision patterns, poor LOS, narrow roads, non-standard alignments and operational problems, can facilitate safety improvements. The SR-99 CSMP can be used as a tool to proactively identify operational problems rather than waiting to react to safety problems. Suggested solutions for these problems should conform to the surrounding environment and meet the needs of the people within, and users of these facilities should agree upon these community-sensitive solutions.

**Figure 5.2.2 SR-99 CSMP 10 Year Implementation Plan (2022)  
Ten Year Implementation Plan Project List Summary**



Segment	Post Mile	Location	2006 AADT	2006 LOS without Bond Projects	2006 LOS with Bond Projects	10-Year Implementation Plan (2022) 10 years from Begin Construction Date of SR-99 Bond Projects (Manteca Widening - 2012) (South Stockton Widening - 2012)					
						ITS	PeMS Detection	Operational/ Rehabilitation	Other Modes/ TDM	Interchange	Capacity
						Programmed/Funded Unfunded	Programmed/Funded Unfunded	Programmed/Funded Unfunded	Programmed/Funded Unfunded	Programmed/Funded Unfunded	Programmed/Funded Unfunded
8	29.49/ 38.78	.75 miles south of SR-12 W. to San Joaquin Co./Sacramento Co. Line.	64,000	D		98, 100, 102, 107, 109, 111, 117, 120, 121, 124, 126, 127, 130, 133, 134	114, 115	103, 104, 108, 110, 112, 116, 118, 119, 122, 123, 125, 129, 131, 132	99, 101, 106, 113, 128	105	
7	22.90/ 29.49	0.22 mi. S. of Hammer Lane to .75 miles south of SR-12 W.	76,200	D		74, 94	73, 78, 95	84	70, 71, 75, 76, 79, 81, 82, 83, 92, 93, 97	72, 77	80, 89, 96
6	19.29/ 22.90	SR- 26 East to 0.22 mi. S. of Hammer Lane	97,100	D		88	63, 85	86, 87, 90	64, 65, 67, 68, 69	91	66
5	18.68/ 19.29	SR-4 (Crosstown) to SR-26 East	108,000	D						62	
4	16.69/ 18.68	Mariposa Rd. to SR-4 (Crosstown)	98,800	F		58, 61	59		56	55, 57, 60	48
3	06.65/ 16.69	SR-120 E. (Yosemite Ave) to Mariposa Rd.	73,300	F	D	24, 27, 28, 32, 33, 34, 38, 39, 41, 42, 43, 44, 46, 47				30, 31, 40	19, 48
						45, 50, 51, 54	37		25, 26, 29, 35, 36, 52, 53	49	
2	05.82/ 06.65	SR-120 W. (Manteca Bypass) to Rte. SR-120 E (Yosemite Ave.)	90,000	F		22			21		19
						23					
1	00.00/ 05.82	Line/San Joaquin Co. Stanislaus Co. Line to SR-120 W. (Manteca Bypass)	118,000	F		20		1			19
						4, 6, 11, 14, 15, 17	2, 3, 8, 9, 12, 13	18		5, 7, 10, 16	

**Green:** Programmed/Funded/Partially Funded  
**Blue:** Planned or Proposed/Unfunded

Table 5.2.2 SR-99 CSMP - San Joaquin County - Ten Year Implementation Plan Project List (2022)

Corridor Segment	Project ID	Begin Const.	RTP MPO ID EA	Post	Mile	Location	Description	Total Cost (\$1,000)	Primary Funding Source	SHOPP (Short Term, Mid Term, Long Term)/ RTP (Tier I, Tier II, Y/N)
Seg 1	1	2011	SJ07-0313 0L630	0.00	1.70	In and near Ripon, from the Stanislaus County Line to Milgeo Avenue	Upgrade median barrier	\$11,362	SHOPP	Short Term
	2	2017-2019	Not Assigned	0.00	1.68	S/B Stanislaus/ San Joaquin County Line to Milgeo Ave. in Ripon	1.68 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	3	2017-2019	Not Assigned	0.00	1.71	N/B Stanislaus/ San Joaquin County Line to Milgeo Ave. in Ripon	1.71 mile distance PeMs Gap	TBD	SHOPP	Mid Term
	4	2020-2022	Not Assigned	0.25	0.25	RTE 99 north of Hammett Rd.	RWIS	TBD	SHOPP	Long Term
	5	2015	SJ07-2015	0.88	0.88	SR-99 at Main Street/UPRR Interchange (Ripon)	Reconstruct interchange including UPRR and intersection improvements at Stockton Avenue and East Main Street	\$5,000	TBD	Tier I
	6	2017-2019	Not Assigned	1.29	1.29	Southbound RTE 99 south of Milgeo Ave.	CMS/TMS	TBD	SHOPP	Mid Term
	7	2015	SJ07-2016	1.70	1.70	SR-99 at Wilma Avenue	Reconstruct interchange including reconstruction of existing overcrossing structure	\$5,000	TBD	Tier I
	8	2017-2019	Not Assigned	1.71	3.15	S/B Milgeo Ave to Jack Tone Rd	1.44 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	9	2017-2019	Not Assigned	1.71	3.15	N/B Milgeo Ave to Jack Tone Rd	1.44 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	10	2015	SJ07-2039	2.01	2.01	SR-99 at Olive Road in Ripon	Construct new full access highway overhead interchange	\$100,000	TBD	Tier II
	11	2020-2022	Not Assigned	2.30	2.30	RTE 99 south of Jack Tone Rd.	HAR	TBD	SHOPP	Long Term
	12	2017-2019	Not Assigned	3.15	10.36	S/B Jack Tone Rd to Lathrop Rd	7.21 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	13	2017-2019	Not Assigned	3.15	17.14	N/B Jack Tone Rd to Farmington Rd On Ramp	13.989 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	14	2020-2022	Not Assigned	3.29	3.29	RTE 99 north of Jack Tone Rd.	RWIS	TBD	SHOPP	Long Term
	15	2017-2019	Not Assigned	4.20	4.20	RTE 99 south of Austin Road	CMS/TMS	TBD	SHOPP	Mid Term
	16	2012	SJ07-2013 0P730	4.50	5.00	In Manteca on SR-99 at Austin Road	Interchange Modifications	\$100,979	Local 2006 Candidate	Tier I
	17	2017-2019	Not Assigned	5.04	5.04	Northbound 99 north of Austin Rd.	CMS/TMS	TBD	SHOPP	Mid Term
	18	2020-2022	Not Assigned	5.03	5.59	Southbound from Austin Road to Eastbound SR-120	Construct auxiliary lane.	TBD	SHOPP	Long Term
	19	2012	SJ07-1017 OE610	5.30	15.00	From SR-120 West I/C to 0.6KM north of Arch Road	Manteca Widening - Widen to 6 Lanes - reconstruct the Main Street/Lathrop Road Interchange, replace the Cottage Avenue and Louise Avenue over-crossing, extend frontage roads from French Camp Road to north of Little John's Creek, close the frontage road freeway access near Little John's Creek, and construct soundwalls and concrete median barrier.	\$225,300	STIP, Local Bond	Tier I
	20	2012	SJ07-1017 OE610	5.30	5.30	RTE 99 at Yosemite Ave.	HAR/RWIS/TMS	Included in OE610	STIP, Local Bond	Tier I
Seg 2	21	TBD	Not Assigned	5.82	5.82	Yosemite Avenue/SR-120 E	Class II Bike Facility from west of SR-99 to east of SR-99	TBD	TBD	TBD
	22	2012	SJ07-1017 OE610	5.85	5.85	RTE 99 north of JCT 120 W.	RWIS	Included in OE610	STIP, Local Bond	Tier I
	23	2017-2019	Not Assigned	6.32	6.32	Southbound RTE 99 south of JCT 120 E.	CMS/TMS/CCTV	TBD	SHOPP	Mid Term
Seg 3	24	2012	SJ07-1017 OE610	7.32	7.32	RTE 99 south of Cottage Avenue	TMS/EMS	Included. in OE610	STIP, Local Bond	Tier I
	25	TBD	Not Assigned	7.45	7.45	Cottage Avenue	Class III Bike Facility from Yosemite Avenue to Lathrop Road	TBD	TBD	No
	26	TBD	Not Assigned	7.43	7.43	Louise Avenue	Class I Bike Facility from west of SR-99 to east of SR-99	TBD	TBD	No
	27	2012	SJ07-1017 OE610	7.93	7.93	RTE 99 at Louise Ave.	TMS	Included in OE610	STIP, Local Bond	Tier I
	28	2012	SJ07-1017 OE610	8.43	8.43	Southbound RTE 99	CMS/TMS	Included. in OE610	STIP, Local Bond	Tier I
	29	TBD	Not Assigned	8.82	8.82	Main Street Extension	Class I Bike Facility from west of SR-99 to east of SR-99	TBD	TBD	No
	30	2012	SJ07-1017 OE610	8.82	8.82	Main Street	Reconstruct Interchange	Included. in OE610	STIP, Local Bond	Tier I
	31	2012	SJ07-1017 OE610	9.30	9.30	Lathrop Road	Reconstruct Interchange	Included. in OE610	STIP, Local Bond	Tier I
	32	2012	SJ07-1017 OE610	9.43	9.43	RTE 99	TMS	Included. in OE610	STIP, Local Bond	Tier I
	33	2012	SJ07-1017 OE610	9.93	9.93	RTE 99	TMS	Included. in OE610	STIP, Local Bond	Tier I
	34	2012	SJ07-1017 OE610	10.43	10.43	RTE 99	TMS	Included. in OE610	STIP, Local Bond	Tier I

Table 5.2.2 SR-99 CSMP - San Joaquin County - Ten Year Implementation Plan Project List (2022), Cont'd.

Corridor Segment	Project ID	Begin Const.	RTP MPO ID EA	Post	Mile	Location	Description	Total Cost (\$1,000)	Primary Funding Source	SHOPP (Short Term, Mid Term, Long Term)/ RTP (Tier I, Tier II, Y/N)
Seg 3	35	TBD	Not Assigned	11.09	11.09	Lathrop Road	Class III Bike Facility from Southern Pacific Railroad to Airport Way	TBD	TBD	No
	36	TBD	Not Assigned	11.09	11.09	Lathrop Road	Class II Bike Facility from Airport Way to Austin Road	TBD	TBD	No
	37	2017-2019	Not Assigned	11.09	19.60	S/B Lathrop Rd to Fremont St	8.513 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	38	2012	SJ07-1017 OE610	11.43	11.43	RTE 99	TMS	Included. in OE610	STIP, Local Bond	Tier I
	39	2012	SJ07-1017 OE610	11.93	11.93	RTE 99	TMS	Included. in OE610	STIP, Local Bond	Tier I
	40	2012	SJ07-1017 OE610	12.34	12.34	SR-99 at French Camp Road	Reconstruct Interchange	Included. in OE610	STIP, Local Bond	Tier I
	41	2012	SJ07-1017 OE610	12.50	12.50	Southbound RTE 99	CMS/TMS/CCTV	Included in OE610	STIP, Local Bond	Tier I
	42	2012	SJ07-1017 OE610	12.93	12.93	RTE 99	TMS	Included in OE610	STIP, Local Bond	Tier I
	43	2012	SJ07-1017 OE610	13.43	13.43	RTE 99	TMS	Included in OE610	STIP, Local Bond	Tier I
	44	2012	SJ07-1017 OE610	13.93	13.93	RTE 99	TMS	Included in OE610	STIP, Local Bond	Tier I
	45	2020-2022	3A400	14.40	14.40	RTE 99 south of Arch Rd.	RWIS	TBD	SHOPP	Long Term
	46	2012	SJ07-1017 OE610	14.43	14.43	RTE 99	TMS	Included in OE610	STIP, Local Bond	Tier I
	47	2012	SJ07-1017 OE610	14.43	14.43	RTE 99	TMS	Included in OE610	STIP, Local Bond	Tier I
	48	2012	SJ07-1018 3A100	15.00	18.60	In Stockton from 0.6KM north of Arch Road to 0.2KM south of Rte 4 west	South Stockton Widening - Widen to 6 lanes - close and rebuild existing interchanges as well as rebuild all bridges within the project limits and new frontage road system.	\$231,000	STIP, Local Bond	Tier I
	49	TBD	SJ07-2042	15.21	15.21	SR-99 at Arch/Sperry Road	Phase 2 interchange improvements	\$15,000	TBD	Tier II
	50	2017-2019	3A400	15.50	15.50	Southbound RTE 99 north of Arch Rd.	CMS/TMS/CCTV	TBD	SHOPP	Mid Term
	51	2017-2019	3A400	15.60	15.60	Northbound RTE 99 north of Arch Rd.	CMS/TMS/CCTV	TBD	SHOPP	Mid Term
	52	TBD	Not Assigned	TBD	TBD	Industrial Drive	Class II Bike Facility from Airport Way to SR-99	TBD	TBD	No
	53	TBD	Not Assigned	TBD	TBD	Industrial Drive	Class III Bike Facility from SR-99 to Mariposa Road	TBD	TBD	No
	54	2020-2022	3A400	16.62	16.62	Northbound RTE 99 south of Mariposa Rd.	CMS	TBD	SHOPP	Long Term
Seg 4	55	2012	SJ07-1018 3A100	16.71	16.71	SR-99 at Mariposa	Reconstruct Interchange	Included in 3A100	STIP, Local Bond	Tier I
	56	2007-2017	Not Assigned	16.71	16.71	Mariposa Road	Park and Ride Facility	TBD	TBD	No
	57	2012	SJ07-2003	16.86	16.86	SR-99 at Charter Way	Interchange Improvements	Included in 3A100	STIP, Local Bond	Tier I
	58	2020-2022	3A400	17.12	17.12	RTE 99 south of Farmington Rd.	RWIS	TBD	SHOPP	Long Term
	59	2017-2019	Not Assigned	17.20	19.60	N/B Farmington Rd Off Ramp to Fremont St	2.405 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	60	2012	3A100	17.46	17.46	SR-99 at Golden Gate	Construct New Interchange	Included in 3A100	STIP, Local Bond	Tier I
	61	2020-2022	3A400	17.83	17.83	Northbound RTE 99 north of Mariposa Rd.	CMS	TBD	SHOPP	Long Term
Seg 5	62	TBD	SJ07-2036	19.51	19.51	SR-99 at SR-26	Reconstruct Interchange	\$19,500	TBD	Tier II
Seg 6	63	2017-2019	Not Assigned	19.60	24.01	N/B Fremont St to Morada Lane	4.407 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	64	TBD	Not Assigned	TBD	TBD	Coast to Crest Trail	Class I Bike Facility from SR-99 to General Plan Northern Boundary	TBD	TBD	No
	65	2007-2017	Not Assigned	TBD	TBD	Wilson Way	Park and Ride Facility	TBD	TBD	No
	66	2015	SJ07-2028	21.74	21.74	SR-99 at March Lane and Wilson Way	Construction of the March Lane/SR-99 interchanges with connections to Wilson Way	\$158,000	TBD	Tier II
	67	TBD	Not Assigned	21.74	21.74	March Lane	Class III Bike Facility from SR-99 to east side of highway	TBD	TBD	No
	68	TBD	Not Assigned	21.74	21.74	March Lane	Class II Bike Facility from Holman Road to SR-99	TBD	TBD	No
	69	TBD	Not Assigned	22.75	22.75	Hammer Lane/east side of highway	Class II Bike Facility from Holman Road to SR-99	TBD	TBD	No
Seg 7	70	TBD	Not Assigned	24.00	24.00	Morada Lane	Class II Bike Facility from SR-99 to Coast to Crest Trail	TBD	TBD	No
	71	2007-2017	Not Assigned	24.00	24.00	Morada Lane	Park and Ride Facility	TBD	TBD	No
	72	2013	0L140	24.00	24.50	SR-99 at Morada Lane	Reconstruct Morada Lane/99 Interchange	\$26,919	Local 2006 PA&ED	Tier I
	73	2017-2019	Not Assigned	24.01	26.28	N/B Morada Lane to Armstrong Rd OC	2.266 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	74	2020-2022	Not Assigned	24.70	24.70	RTE 99 south of Eight Mile Road	RWIS	TBD	SHOPP	Long Term
	75	TBD	Not Assigned	25.00	25.00	Eight Mile Road	Class III Bike Facility West of I-5 to Jack Tone Road (*RTP - Micke Grove to Frontage Rd.)	TBD	TBD	Tier II*

Table 5.2.2 SR-99 CSMP - San Joaquin County - Ten Year Implementation Plan Project List (2022) Cont'd.

Corridor Segment	Project ID	Begin Const.	RTP MPO ID EA	Post	Mile	Location	Description	Total Cost (\$1,000)	Primary Funding Source	SHOPP (Short Term, Mid Term, Long Term)/ RTP (Tier I, Tier II, Y/N)
Seg 7	76	2007-2017	Not Assigned	25.00	25.00	Eight Mile Road	Park and Ride Facility	TBD	TBD	No
	77	2013	0L130	25.00	25.90	SR-99 at Eight Mile Road	Reconstruct Eight Mile Road/99 Interchange	\$37,359	Local 2006 PA&ED	Tier I
	78	2020-2022	Not Assigned	25.17	29.10	S/B Eight Mile Rd to South Lodi OC	3.926 mile distance PeMS Gap	TBD	SHOPP	Long Term
	79	TBD	Not Assigned	25.64	25.64	Bear Creek	Class I Bike Facility Lower Sacramento Rd. to Live Oak Rd.	TBD	TBD	No
	80	TBD	SJ07-2044	TBD	TBD	SR-99 at New Road A	Construction of New Interchange	\$35,000	TBD	Tier II
	81	TBD	Not Assigned	TBD	TBD	New Road A/Gateway Blvd.	Class III Bike Facility West of I-5 to SR-99	TBD	TBD	No
	82	TBD	Not Assigned	26.70	26.70	Live Oak Road	Class III Bike Facility from Frontage Road to SR-88 (*RTP - Micke Grove to Frontage Rd.)	\$1,200	TBD	Tier II*
	83	TBD	Not Assigned	27.50	27.50	Armstrong Road	Class III Bike Facility from Thornton Road to SR.99	\$210	TBD	Tier I
	84	TBD	0N910	27.00	27.70	In the Armstrong Road I/C near the city of Lodi	Bear Creek Median Barrier Replacement planting - replacement planting	\$623	SHOPP 2008A CAND	No
	85	2017-2019	Not Assigned	27.05	29.10	N/B Armstrong Rd OC to South Lodi OC	2.051 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	86	2020-2022	Not Assigned	27.51	TBD	Southbound on-ramp from Armstrong Road north of Stockotn.	Increase acceleration lane.	TBD	SHOPP	Long Term
	87	2020-2022	Not Assigned	27.57	TBD	Northbound on-ramp from Armstrong Road, north of Stockton.	Increase acceleration Lane.	TBD	SHOPP	Long Term
	88	2020-2022	Not Assigned	28.52	28.52	RTE 99 at Harney Lane	RWIS	TBD	SHOPP	Long Term
	89	TBD	SJ07-2043	28.48	28.48	SR-99 at Armstrong Road	Reconstruct Interchange	\$35,000	TBD	Tier II
	90	2020-2022	Not Assigned	28.52	28.52	Northbound on-ramp from Harney Lane, to northbound off-ramp to S. Lodi O.D., in Lodi.	Construct auxiliary lane.	TBD	SHOPP	Long Term
	91	2011	SJ07-2006 0S770	28.52	28.52	SR-99 at Harney Lane	Reconstruct interchange	\$37,603	Local	Tier I
	92	TBD	Not Assigned	28.52	28.52	Harney Lane	Class II Bike Facility from West City Limit to Beckman Road (*RTP - Lower Sac to 99 Frontage)	\$192,000	TBD	Tier II*
	93	2007-2017	Not Assigned	28.52	28.52	Harney Lane	Park and Ride Facility	TBD	TBD	No
	94	2017-2019	Not Assigned	29.00	29.00	Southbound 99 south of Kettleman Ln.	CMS/TMS	TBD	SHOPP	Mid Term
95	2017-2019	Not Assigned	29.10	32.50	N/B South Lodi OC to Turner Rd	3.4 mile distance PeMS Gap	TBD	SHOPP	Mid Term	
96	2011	SJ07-2007	29.49	29.49	SR-99 at SR-12 West (Kettleman Lane)	Reconstruct interchange	\$60,121	TBD	Tier I	
97	2007-2017	Not Assigned	29.49	29.49	SR-12 West (Kettleman Lane)	Park and Ride Facility	TBD	TBD	No	
Seg 8	98	2017-2019	Not Assigned	29.82	29.82	Northbound RTE 99 north of Kettleman Ln.	CMS/TMS	TBD	SHOPP	Mid Term
	99	TBD	Not Assigned	30.52	30.52	Lodi Ave.	Class I Bike Facility from Cherokee Ln. to East of SR-99.	TBD	TBD	No
	100	2020-2022	Not Assigned	30.53	30.53	RTE 99 south of Victor Rd.	RWIS	TBD	SHOPP	Long Term
	101	TBD	Not Assigned	30.73	30.73	Pine Street	Class II Bike Facility from Cherokee Ln. to Guild Ave.	TBD	TBD	No
	102	2017-2019	Not Assigned	30.76	30.76	Southbound RTE 99 south of Victor Rd.	CMS/TMS	TBD	SHOPP	Mid Term
	103	2020-2022	Not Assigned	30.78	TBD	Southbound on-ramp from Victor Raod, in Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	104	2020-2022	Not Assigned	30.92	TBD	Northbound on-ramp from Victor Road, in Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	105	2016	SJ07-2008	30.97	30.97	SR-99 at SR-12 East	Complete reconstruction of SR-99/SR-12 interchange to provide 6 through lanes	\$30,801	TBD	Tier I
	106	TBD	Not Assigned	31.02	31.02	Lockeford Street	Class III Bike Facility from Cherokee Lane to Cluff Avenue	TBD	TBD	No
	107	2017-2019	Not Assigned	31.20	31.20	Northbound RTE 99 north of Victor Rd.	CMS/TMS	TBD	SHOPP	Mid Term
	108	2020-2022	Not Assigned	31.34	TBD	Southbound on-ramp from Turner Road, in Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	109	2020-2022	Not Assigned	31.79	31.79	RTE 99 north of Turner Rd.	RWIS	TBD	SHOPP	Long Term
	110	2020-2022	Not Assigned	31.97	TBD	Northbound on-ramp from Mokelumne River UC, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	111	2017-2019	Not Assigned	32.29	32.29	Southbound RTE 99 south of Woodbridge Road	CMS/TMS	TBD	SHOPP	Mid Term
	112	2020-2022	Not Assigned	32.41	TBD	Southbound on-ramp from Woodbridge Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	113	TBD	Not Assigned	32.50	32.50	Turner Road	Class II Bike Facility from Lower Sacramento Rd. to Cluff Avenue	TBD	TBD	No
	114	2017-2019	Not Assigned	32.50	38.78	S/B Turner Rd to San Joaquin/Sacramento County Line	6.283 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	115	2017-2019	Not Assigned	32.50	38.78	N/B Turner Rd to San Joaquin/Sacramento County Line	6.283 mile distance PeMS Gap	TBD	SHOPP	Mid Term
	116	2020-2022	Not Assigned	32.74	TBD	Northbound on-ramp from Woodbridge Road, north of Lodi.	Increase acceleration Lane.	TBD	SHOPP	Long Term
	117	2017-2019	Not Assigned	33.30	33.30	Northbound RTE 99 south of Acampo Road	CMS/TMS for Northbound direction	TBD	SHOPP	Mid Term
	118	2020-2022	Not Assigned	33.45	TBD	Southbound on-ramp from Acampo Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	119	2020-2022	Not Assigned	33.71	TBD	Northbound on-ramp from Acampo Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	120	2020-2022	Not Assigned	33.80	33.80	RTE 99 north of Acampo Road	RWIS	TBD	SHOPP	Long Term
	121	2017-2019	Not Assigned	34.30	34.30	Southbound RTE 99 south of Peltier Rd.	CMS/TMS	TBD	SHOPP	Mid Term
122	2020-2022	Not Assigned	34.42	TBD	Southbound on-ramp from Peltier Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term	
123	2020-2022	Not Assigned	34.72	TBD	Northbound on-ramp from Peltier Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term	
124	2017-2019	Not Assigned	35.30	35.30	Northbound RTE 99	CMS/TMS for Northbound direction	TBD	SHOPP	Mid Term	

Table 5.2.2 SR-99 CSMP - San Joaquin County - Ten Year Implementation Plan Project List (2022) Cont'd.

Corridor Segment	Project ID	Begin Const.	RTP MPO ID EA	Post	Mile	Location	Description	Total Cost (\$1,000)	Primary Funding Source	SHOPP (Short Term, Mid Term, Long Term)/ RTP (Tier I, Tier II, Y/N)
Seg 8	125	2020-2022	Not Assigned	35.75	TBD	Northbound on-ramp from Jahant Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	126	2020-2022	Not Assigned	35.80	35.80	RTE 99 north of Jahant Road	RWIS	TBD	SHOPP	Long Term
	127	2017-2019	Not Assigned	36.30	36.30	Southbound RTE 99 at Collier Road	CMS/TMS for Southbound direction	TBD	SHOPP	Mid Term
	128	TBD	Not Assigned	36.51	36.51	Collier Road	Class III Bike Facility from Lower Sacramento Road to Mackville Road	3,330	TBD	Tier II
	129	2020-2022	Not Assigned	36.51	TBD	Northbound on-ramp from Collier Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	130	2017-2019	Not Assigned	37.30	37.30	Northbound RTE 99 south of Liberty Road	CMS/TMS for Northbound direction	TBD	SHOPP	Mid Term
	131	2020-2022	Not Assigned	37.75	TBD	Northbound on-ramp from Liberty Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	132	2020-2022	Not Assigned	37.76	TBD	Southbound on-ramp from Liberty Road, north of Lodi.	Increase acceleration lane.	TBD	SHOPP	Long Term
	133	2020-2022	Not Assigned	37.80	37.80	RTE 99 Liberty Rd.	RWIS	TBD	SHOPP	Long Term
	134	2017-2019	Not Assigned	38.30	38.30	Southbound RTE 99 North of Liberty Rd.	CMS/TMS for Southbound direction	TBD	SHOPP	Mid Term

## FIGURE 1: Letter of Intent

### DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)  
STOCKTON, CA 95201 (95205)  
TTY: California Relay Service (800) 735-2929  
PHONE (209) 948-7943  
FAX (209) 948-3670



*Flex your power!  
Be energy efficient!*

March 20, 2008

Dana Cowell  
Deputy Executive Director  
San Joaquin Council of Governments  
555 E. Weber Avenue  
Stockton, CA 95202

Dear Mr. Cowell;

This letter is to communicate our intent to work, in partnership, with the San Joaquin Council of Governments (SJCOG) to jointly develop the State Route 99 (SR-99) Corridor System Management Plan (CSMP). The CSMP is a guide for managing the corridor among all partners, and the process is intended to develop and implement a CSMP across all jurisdictions and modes for the highest mobility benefits to travelers in the corridor.

The Department of Transportation, District 10 is committed to a coordinated and cooperative effort with SJCOG and our other regional agency partners in the Central Valley to improve mobility and performance along the SR-99 Corridor. This is a statewide effort to bring SR-99 up to full freeway standards. This includes local partners throughout the San Joaquin Valley.

District 10 is coordinating the preparation of the CSMP for the SR-99 corridor in San Joaquin County. CSMPs are required pursuant to the SR-99 Infrastructure Bond Program and undertaken in conjunction with two programmed projects in San Joaquin County to widen SR-99 from a four-lane freeway to a six-lane freeway (*Manteca 6-Lane Project – construction to begin 2012, and the South Stockton 6-Lane Project – construction to begin 2012*). The confirmed corridor limits for the SR-99 CSMP in the San Joaquin County is from the Stanislaus County/San Joaquin County line to the San Joaquin Co./Sacramento Co. line..

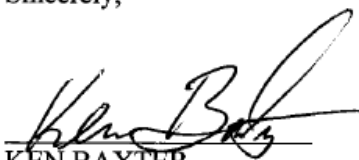
On August 9, 2007, our internal SR-99 CSMP development team met with you and your staff for the purpose of reviewing requirements, purpose, and scope of the SR-99 CSMP in San Joaquin County. The CSMP document will be framed similar to a Transportation Concept Report (TCR), but will be modified to emphasize operational aspects, the identification of specific areas of traffic congestion, identify causes, and then identify strategies, actions and projects to remove congestion.

Mr. Dana Cowell  
March 20, 2008  
Page 2

SJCOG and District 10 are committed to undertake this work with a delivery date of October 2008. Initially, this commitment is between District 10 and SJCOG, but will be conveyed to other local agencies and the public, for their input, as the process is broadened with additional outreach and education on the value of system and corridor management. This letter will be included in the CSMP document to demonstrate our commitment to actively participate in this collaborative effort. Please sign and return at your earliest convenience.

I look forward to our continued cooperation during development and implementation of the SR-99 CSMP and dedication to the highest mobility benefits to travelers in the San Joaquin Valley. If you have any questions please do not hesitate to contact Annette Clark of my staff at (209) 948-3975, or me at (209) 948-7906.

Sincerely,

  
\_\_\_\_\_  
KEN BAXTER                      3/20/08  
Deputy Director                      Date  
Division of Planning and Local Assistance  
Caltrans District 10

  
\_\_\_\_\_  
DANA COWELL                      3/8/08  
Deputy Executive Director                      Date  
San Joaquin Council of Governments

*"Caltrans improves mobility across California"*

## FIGURE 5.4: SR-99 CSMP REFERENCES

Bay Area/California High-Speed Rail Ridership and Revenue Forecasting Study; California High-Speed Rail Authority

California State Rail Plan; Caltrans

California Strategic Growth Plan: Bond Accountability Website: <http://svdtsucp.dot.ca.gov:8084/bondacc/>

Caltrans 2008 Corridor System Management Plans Guidelines for completing CSMP Milestones

Caltrans 2006 Ramp Meter Development Plan

City of Lodi, Bicycle Master Plan (Current)

City of Manteca, Bicycle Master Plan, September 2003

City of Ripon, Bicycle Master Plan (Current)

City of Stockton Bicycle Master Plan, November 2007

City of Stockton Proposition 1B Traffic Light Synchronization Program Application for Grant Funding – Wilson Way

City of Lodi, Manteca, Ripon, Stockton General Plans

County of San Joaquin General Plan

Demographic Research Unit, California State Census Data Center, Census 2000

Freight Movement in the San Joaquin Valley, Caltrans District 6

2007 Goods Movement Action Plan

Interregional Transportation Strategic Plan; Caltrans

Mainstreaming ITS and Use in the Planning and Programming Environments; Caltrans

Proposition 1B 99 Bond Act South Stockton Widening and Manteca Widening Project Data (Baseline Agreement)

Project Study Report SR-99 projects, South Stockton Widening and Manteca Widening

Regional Transportation Plan 2007: San Joaquin Council of Governments

SR-99 Transportation Concept Report (TCR) 11/2003; Caltrans District 10

San Joaquin Council of Governments Congestion Management Plan 2007

San Joaquin Council of Governments Regional Transportation Plan (RTP) 2007

San Joaquin Council of Governments Park and Ride Lot Master Plan Study, October 2007

San Joaquin Council of Governments Ramp Metering and HOV Study for San Joaquin County, 2008

San Joaquin Council of Governments Regional Expressway Study - 2008 Draft

San Joaquin County 511 Implementation (in progress)

San Joaquin County Bikeway Plan, July 2002

San Joaquin Regional Rail Commission, Short Range Transit Plan

San Joaquin Valley Blueprint

San Joaquin Valley Goods Movement Study; Counties of the San Joaquin Valley and Caltrans

State Route 99 Master Plan

State Route 99 Corridor Business Plan

State Route 99 Corridor Enhancement Plan

Surface Transportation Assistance Act Maps <<http://www.dot.ca.gov/hq/traffops/trucks/truckmap/index.htm>>

Traffic Operations Strategic Plan; Caltrans

Transportation Concept Report (TCR) State Route 99 - District 3 - Sacramento

Transportation Management System (TMS) Master Plan; Caltrans

2002 Global Gateways Development Program; Caltrans

## FIGURE 5.5: SR-99 CSMP GLOSSARY OF TERMS

AADT	Average Annual Daily Traffic
BNSF	Burlington Northern Santa Fe
CAWS	Caltrans Automated Warning System
CCTV	Closed Circuit Television
CHP	California Highway Patrol
CMS	Changeable Message Sign
CSMP	Corridor System Management Plan
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
HAR	Highway Advisory Radio
HICOMP	State Highway Congestion Monitoring Program
HOV	High Occupancy Vehicle Lane
I/C	Interchange
ICES	Inter-modal Corridor of Economic Significance
IRRS	Interregional Road System
ITS	Intelligent Transportation Systems
IT	Information Technology
LOS	Level of Service
MER	Merced County
MCAG	Merced County Association of Governments
NTN	National Truck Network
OH	Overhead
OC	Over-crossing
PeMS	Performance Measurement System
PSR	Project Study Report
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RWIS	Roadside Weather Information System
SACOG	Sacramento Area Council of Governments
SHOPP	State Highway Operations Protection Program
SJ	San Joaquin County
SJCOG	San Joaquin Council of Governments
SJV	San Joaquin Valley
SP	Southern Pacific Rail Road
SR	State Route
STA	Stanislaus County
STANCOG	Stanislaus Council of Governments
STIP	State Transportation Improvement Program
STRAHNET	Strategic Highway Network
TCR	Transportation Concept Report
TMC	Transportation Management Center
TMS	Traffic Monitoring Station or Transportation Management System
UC	Under-crossing
UP	Union Pacific Rail Road