

### 2.1 INTRODUCTION

Several design alternatives, developed by a multi-disciplinary team and public input to achieve project objectives while reducing or eliminating environmental impacts, were considered during the development process. Three alternatives were ultimately left for consideration: No Project (“No Build”), Alternative 2A and Alternative 3A. Additionally, options for roadway alignments under both Alternative 2A and 3A were considered.

### 2.2 PREFERRED ALTERNATIVE

Alternative 2A has been identified as the preferred alternative because it has fewer community impacts and right-of-way impacts than the other interchange configurations considered. Additionally, design Option 1 for the alignment of East Stockton Blvd. is the preferred design option for this area, based on community input on the preferred option.

### 2.3 ALTERNATIVES CONSIDERED

#### “NO BUILD” ALTERNATIVE

For the purposes of this document, the term “No Build” is used for the “No Project” analysis. The purpose of describing and analyzing a “No Build” alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The “No Build” alternative was discussed throughout the Recirculated Draft EIR/EA for each subject area. For the “No Build” Alternative analysis, no improvements to the existing Sheldon Road/SR 99 interchange would occur. As such, the existing interchange, on- and off-ramps, and frontage roads would remain in their current state. The analysis of this alternative considers the environmental effects of not approving the proposed interchange improvement project.

#### COMMON FEATURES OF DESIGN ALTERNATIVES 2A AND 3A

Both alternatives propose similar improvements to Sheldon Road. The existing 2-lane Sheldon Road overcrossing would be replaced with a nine-lane overcrossing that would provide three through lanes and two left turn lanes in the westbound direction and three through lanes and one right turn lane in the eastbound direction. Sheldon Road would be widened, from Lewis Stein Road to Power Inn Road, to provide for three through lanes in each direction.

Raised sidewalks would be provided along both sides of Sheldon Road from Lewis Stein Road to Power Inn Road. The shoulders along both sides would be delineated as Class 2 bike paths.

The existing pump plant that sits adjacent to SR 99 in the southwest quadrant would be replaced under both alternatives. The underground storage tanks would be enlarged to provide the additional capacity required to accommodate the increased storm-water flows from the additional pavement area.

Ramp metering of the two northbound on ramps, a loop on-ramp for eastbound traffic on Sheldon Road and a diagonal on-ramp for westbound traffic on Sheldon Road, would be provided by both alternatives. CHP enforcement areas would be provided. The diagonal

## 2.0 PREFERRED ALTERNATIVE

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southbound on-ramp would provide grading for a future CHP enforcement area, but no pavement or metering equipment would be provided. The design provides for the future addition of an HOV bypass lane for the southbound on-ramp.

The only planned improvements along SR 99 are to provide an auxiliary lane connecting the diagonal southbound on-ramp to the existing auxiliary lane for the southbound off-ramp at the Laguna Boulevard /Bond Road interchange located south of the Sheldon Road interchange.

Both interchange alternatives discussed above would relocate East Stockton Boulevard, a frontage road along the east of SR 99, to approximately 280 meters east of its existing intersection with Sheldon Road. An alignment has been established within the southeast quadrant based upon planned and completed development. There are two options for the realignment within the northeast quadrant:

- Option 1 would construct a two-lane roundabout in the vicinity of the proposed park and a single lane roundabout at East Stockton Boulevard's intersection with Auberry Drive. This option is shown as part of Alternative 2A
- Option 2 would construct a reversing curve alignment. This option is shown as part of the Alternative 3A.

Option 1 is the preferred design option for East Stockton Boulevard alignment in the northeast quadrant.

### RIGHT-OF-WAY REQUIREMENTS

Approximately 10 residential and three (3) business displacements are expected to occur due to the proposed project for each of the proposed build alternatives.

### ALTERNATIVE 2A

Alternative 2A (with design Option 1) is depicted on **Figure 1.4-1**.

This alternative would reconfigure the existing interchange to provide:

- Two-lane southbound loop off-ramp in the southwest quadrant;
- 400 m auxiliary lane in advance of southbound loop off-ramp;
- Diagonal southbound on-ramp in the southwest quadrant;
- Two-lane northbound loop on-ramp in the southeast quadrant with one mixed flow lane and one HOV bypass lane;
- Diagonal northbound off-ramp in the southeast quadrant; and
- Diagonal northbound on-ramp in the northeast quadrant with two mixed flow lanes and one HOV bypass lane.

## 2.0 PREFERRED ALTERNATIVE

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West Stockton Boulevard, located within the northwest quadrant would remain and its intersection with Sheldon Road would align with the southbound ramp intersection. Access to the San Joaquin Cemetery would be provided from a driveway on West Stockton Boulevard. East Stockton Boulevard would be relocated approximately 280 meters to the east of its current location.

This alternative requires that approximately 160 m of an existing soundwall within the southwest quadrant be reconstructed. The reconstruction would be completed prior to construction of the interchange.

Construction of this alternative would require a biological monitor to be present during construction work occurring in environmentally sensitive areas.

The capital cost of alternative 2A, in 2004 dollars, is estimated at \$42.5 million dollars<sup>1</sup>.

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<sup>1</sup> Based on the Draft Project Report approved by Caltrans on February 10, 2005.

## **2.0 PREFERRED ALTERNATIVE**

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Insert Figure 1.4-1