



## Whitelock Parkway and State Route 99 Interchange Project

# Concept Alternatives

The City of Elk Grove, in coordination with State of California Department of Transportation (Caltrans), has started the Project Study Report for a new interchange at Whitelock Parkway and State Route 99 (SR 99). This project was initially presented to the Elk Grove City Council in December 2007 and subsequently approved as part of the General Plan update. The interchange will reduce traffic congestion on Elk Grove Boulevard as well as traffic impacts on Highway 99. It will also reduce future congestion on the Grantline Road Interchange from planned growth in the area. The planned interchange will only provide vehicular access to and from the west side of SR 99 and it will also provide a pedestrian and bicycle crossing over SR 99 into Elk Grove Regional Park, consistent with the Trails Master Plan.



Aerial Exhibit with  
Park elements

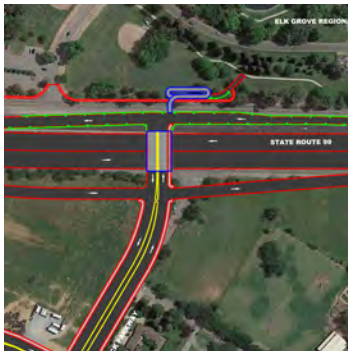
The following concept alternatives were presented at the 1st Public Meeting on October 29, 2014. It is essential to understand that these are concepts only at this point as traffic studies have not yet been completed that will allow the design team to determine the number of lanes for each roadway segment. Also note that for each concept, the design team is presenting two variations as follows:

- A) Concepts designated with an "A" would realign Route 99 westerly while holding the alignment of East Stockton Blvd.
- B) Concepts designated with a "B" would hold the Route 99 alignment in its current location and realign East Stockton Blvd. slightly to the east.

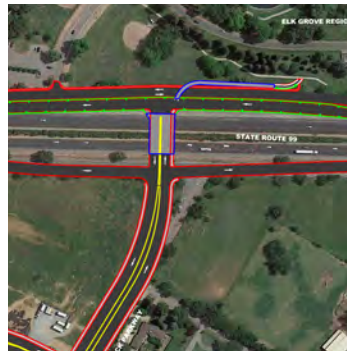
As the study progress, these alternatives may be refined, modified or replaced to meet the purpose and need of the project and fit contextually into the community. The Study Team welcomes any feedback on these preliminary concepts.

### Common features in all the concepts being presented:

1. The Interchanges will provide vehicular Route 99 access to and from the west side of Route 99 only and no vehicular connection will be provided to the east side of Route 99.
2. The Interchanges will provide a pedestrian/ bicycle connection from the west side of Route 99 over the freeway and East Stockton Blvd directly into Elk Grove Park. The path connection into Elk Grove Park could take a variety of forms and locations. A few different concepts are presented in these alternatives.
3. All of the interchange configurations are proposed to be compact so as to minimize any impact to Elk Grove Park or planned development.



**Concept Alternative 1A-** Tight Diamond Interchange with SR 99 realigned to the west. The northbound and southbound ramp intersections would be signalized.

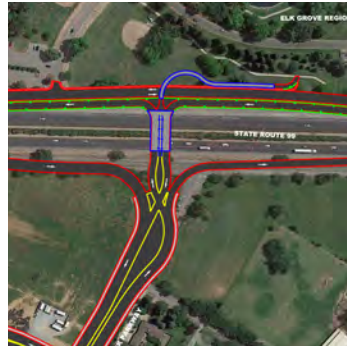


**Concept Alternative 1B-** Tight Diamond Interchange with East Stockton Blvd realigned to the east. The northbound and southbound ramp intersections would be signalized.

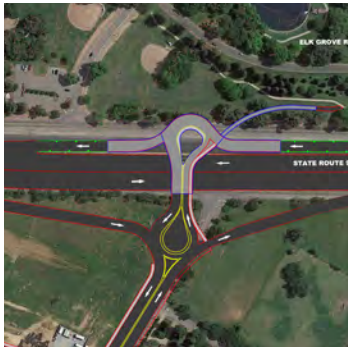


**Concept Alternative 2A-** Diverging Diamond Interchange with SR 99 realigned to the west. This configuration requires just one signalized intersection. Traffic flows freely to ramps with no left turns being required.

Diverging Diamond link through: <https://www.youtube.com/watch?v=eLAwwl3EtN4&feature=youtu.be>



**Concept Alternative 2B-** Diverging Diamond Interchange with East Stockton Blvd realigned to the east. This configuration requires just one signalized intersection. Traffic flows freely to ramps with no left turns being required.



**Concept Alternative 3A-** Tight Diamond Interchange with SR 99 realigned to the west. The northbound and southbound ramp intersections would be controlled with roundabouts rather than signals.



**Concept Alternative 3B-** Tight Diamond Interchange with East Stockton Blvd realigned to the east. The northbound and southbound ramp intersections would be controlled with roundabouts rather than signals.

**Typical Sections-** This exhibit shows Typical Sections for the "A" and "B" concepts that utilize retaining walls to keep the footprint of the interchange compact.

