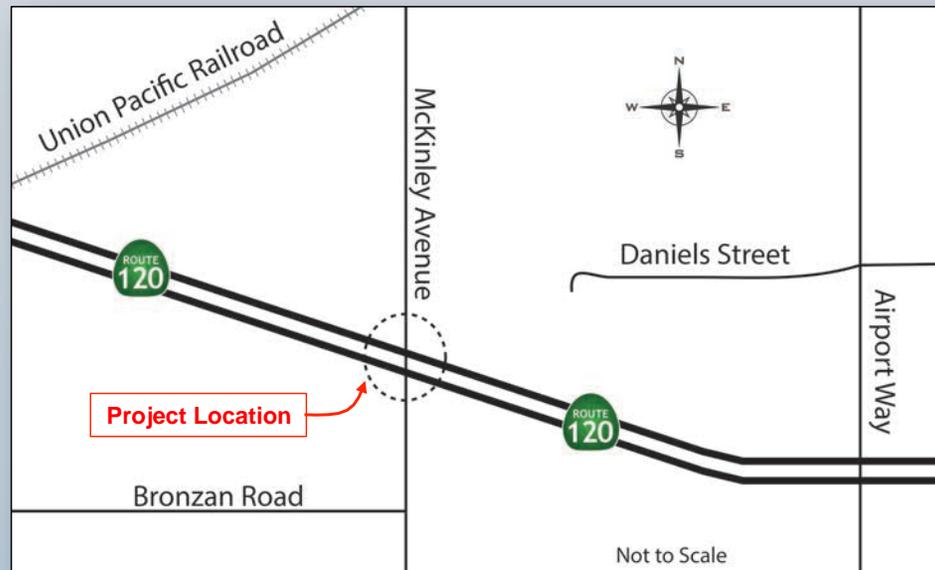




STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

PUBLIC HEARING

WELCOME



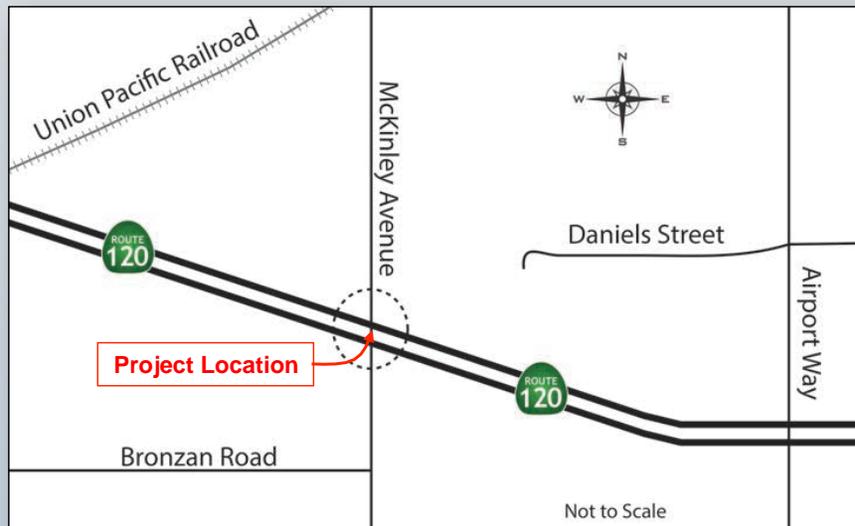
August 13, 2014
6:30 p.m. to 8:00 p.m.
Brief presentation at 7:00 p.m.

Manteca Transit Center
220 Moffat Boulevard
Manteca, CA



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

WHY ARE WE HERE TONIGHT?



1. To present the project and the alternatives being considered and to inform the public of the availability of the draft environmental document.
2. To explain which environmental and engineering studies were conducted.
3. To seek input from the public and answer questions.



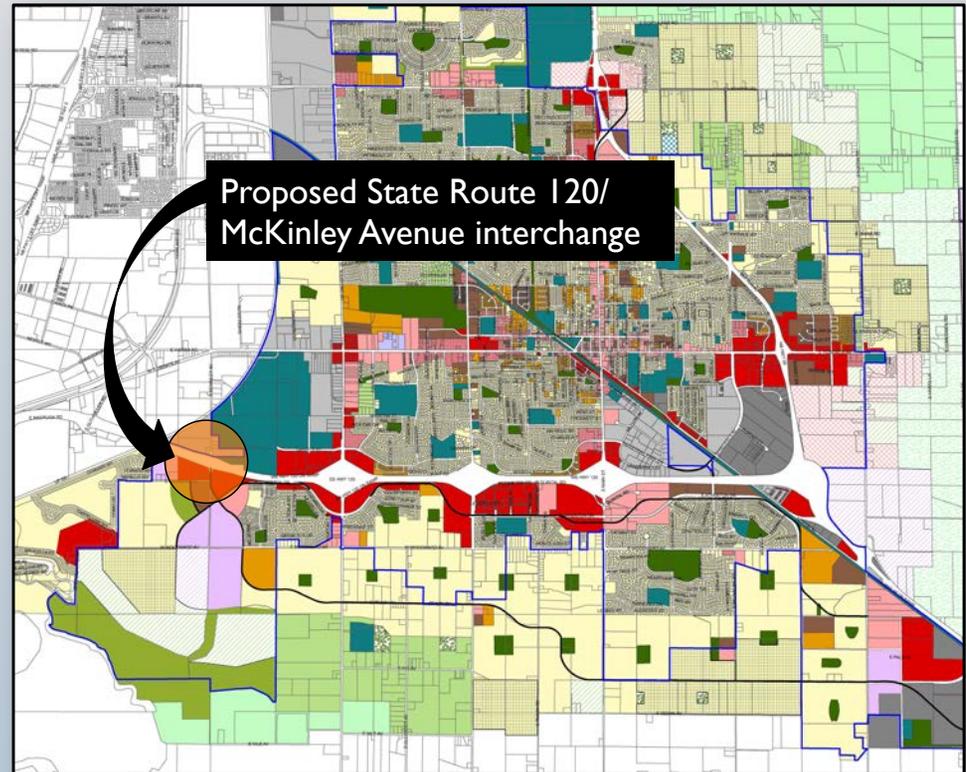
STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

WHAT IS THE PURPOSE OF THE PROJECT?

The purpose of the project is to construct a new State Route 120 (SR-120)/McKinley Avenue interchange in order to:

- **improve traffic circulation**
- **accommodate forecasted traffic demand**
- **reduce congestion on local roads in the City of Manteca**

The proposed new interchange would improve local access on SR-120, thereby relieving congestion on local roads, and would accommodate forecasted traffic increases near the project area.



MANTECA GENERAL PLAN



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

INVOLVED AGENCIES



City of Manteca – Project Sponsor



California Department of Transportation – Lead Agency



San Joaquin Council of Governments – Funding Partner



San Joaquin County – Coordinating Agency



Federal Highway Administration – Funding Partner



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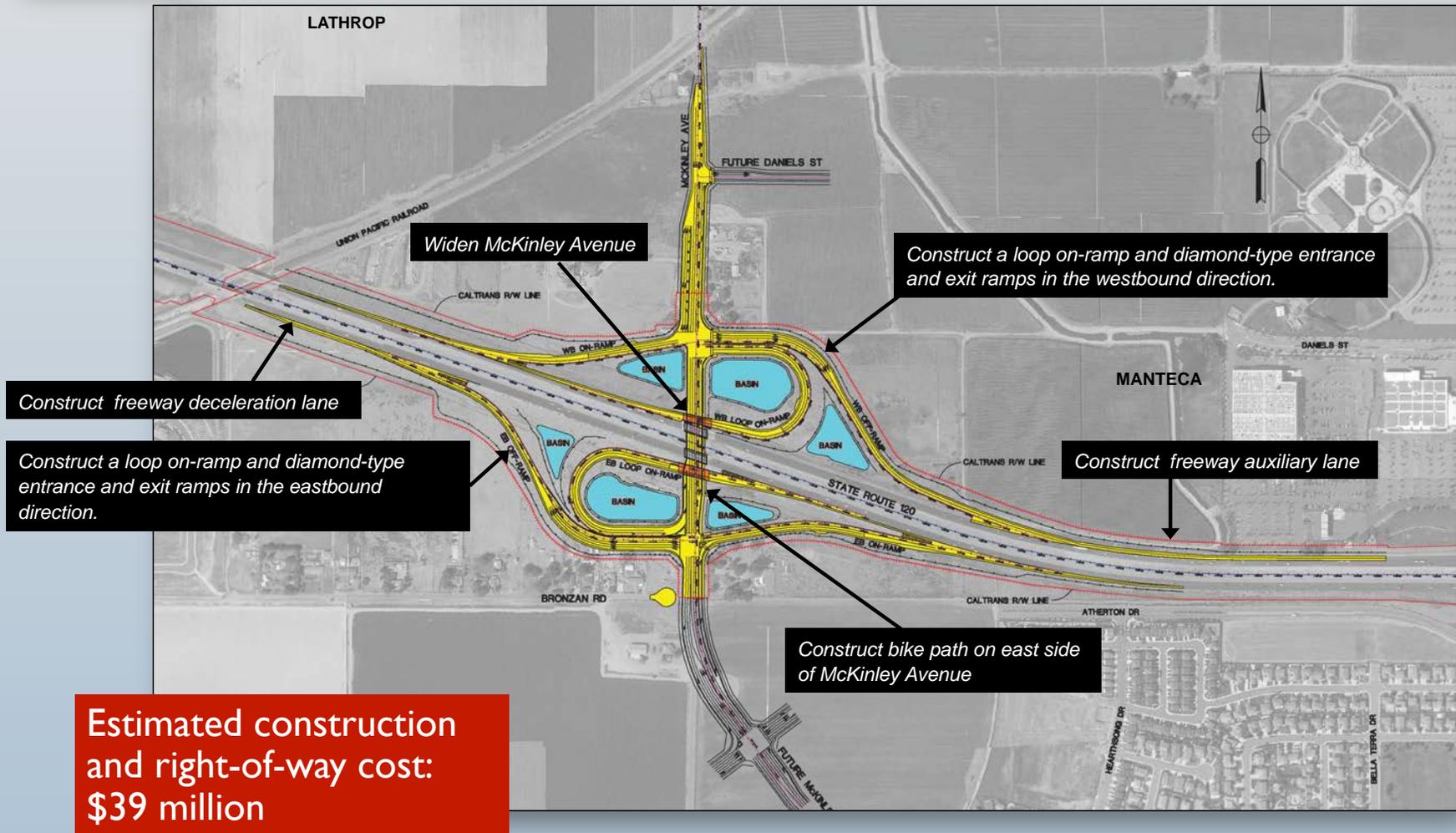
ALTERNATIVES CONSIDERED IN ENVIRONMENTAL DOCUMENT

- **No-Build**
 - *Leave McKinley Avenue undercrossings as they are today. There would be no new ramps to or from SR-120.*
- **Build Alternative – Partial Cloverleaf Interchange**
 - *Construct a loop on-ramp and diamond-type **entrance and exit ramps** to and from SR-120 in the westbound and eastbound directions.*
 - *Construct a 2,000-foot-long **auxiliary lane** on westbound SR-120 between Airport Way and McKinley Avenue.*
 - *Construct a 368-foot-long **deceleration lane** for the two lane exit ramp in the eastbound direction of SR-120.*
 - ***Improve McKinley Avenue** under SR-120 to two through lanes in each direction and two right turn lanes in the northbound direction.*
 - *Provide a 10-foot-wide **Class I bike lane/pedestrian walkway** on the east side of McKinley Avenue.*



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

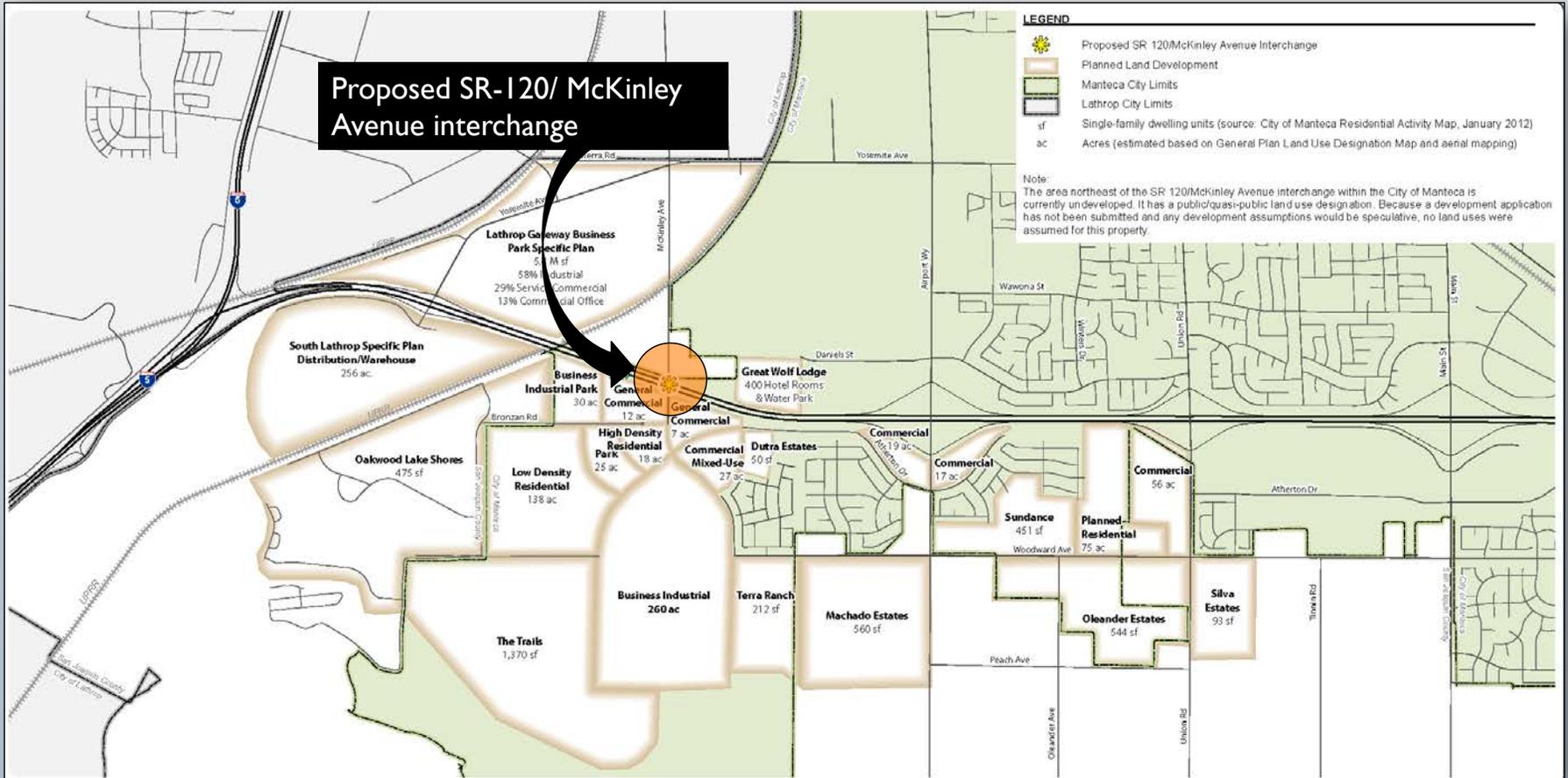
BUILD ALTERNATIVE PARTIAL CLOVERLEAF INTERCHANGE





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

PLANNED DEVELOPMENT WILL GENERATE TRAFFIC





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

EXISTING CONDITION





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

FUTURE NO-BUILD CONDITION

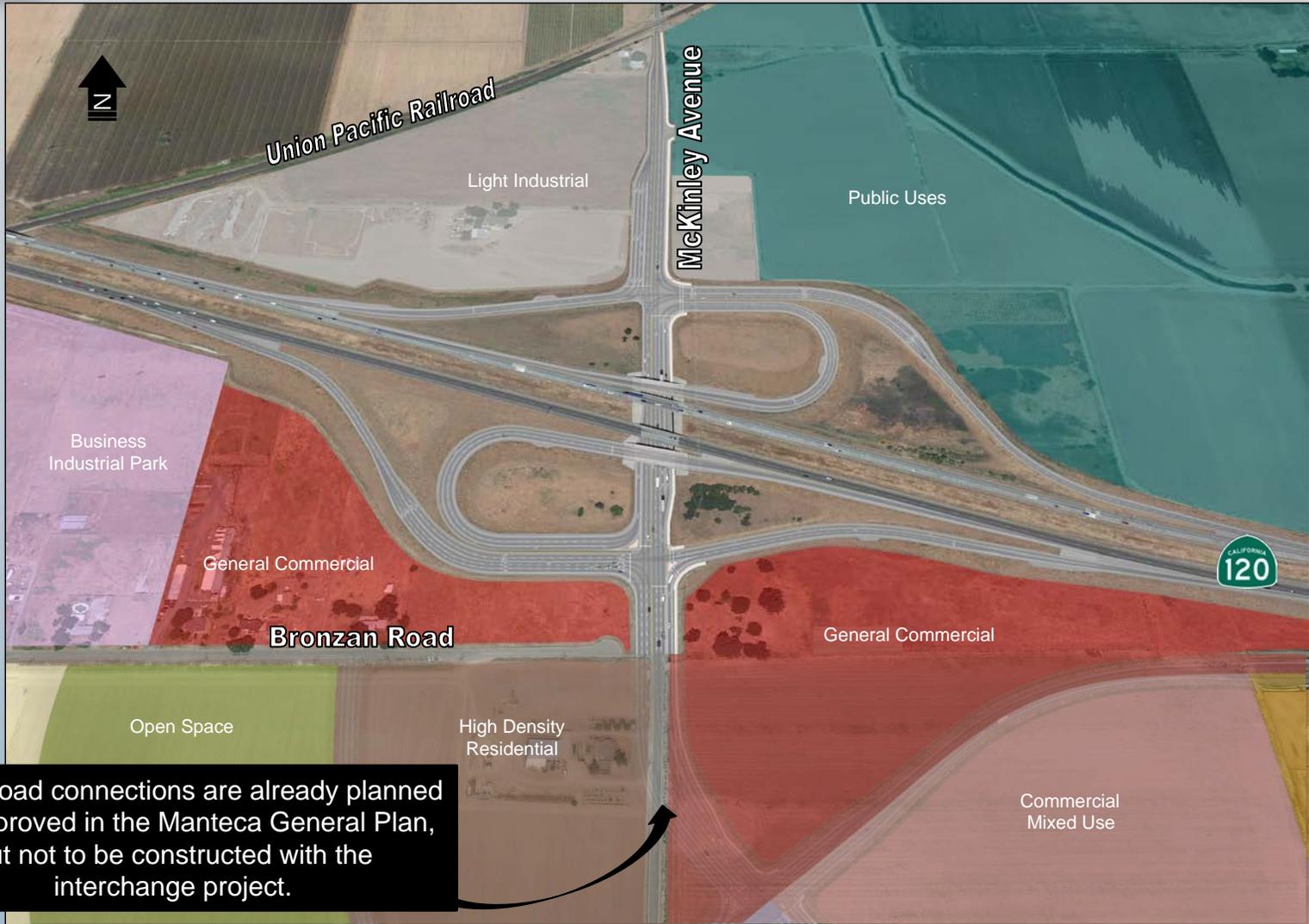


Future land uses around the interchange are already planned and approved in the Manteca General Plan



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

BUILD ALTERNATIVE PARTIAL CLOVERLEAF INTERCHANGE CONFIGURATION





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

EXISTING CONDITION VIEW LOOKING NORTHBOUND ON MCKINLEY AVENUE





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

BUILD ALTERNATIVE **VIEW LOOKING NORTHBOUND ON MCKINLEY AVENUE**





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

EXISTING CONDITION VIEW LOOKING EASTBOUND ON SR-120





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

BUILD ALTERNATIVE VIEW LOOKING EASTBOUND ON SR-120





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

EXISTING CONDITION VIEW LOOKING WESTBOUND ON SR-120





STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

BUILD ALTERNATIVE VIEW LOOKING WESTBOUND ON SR-120



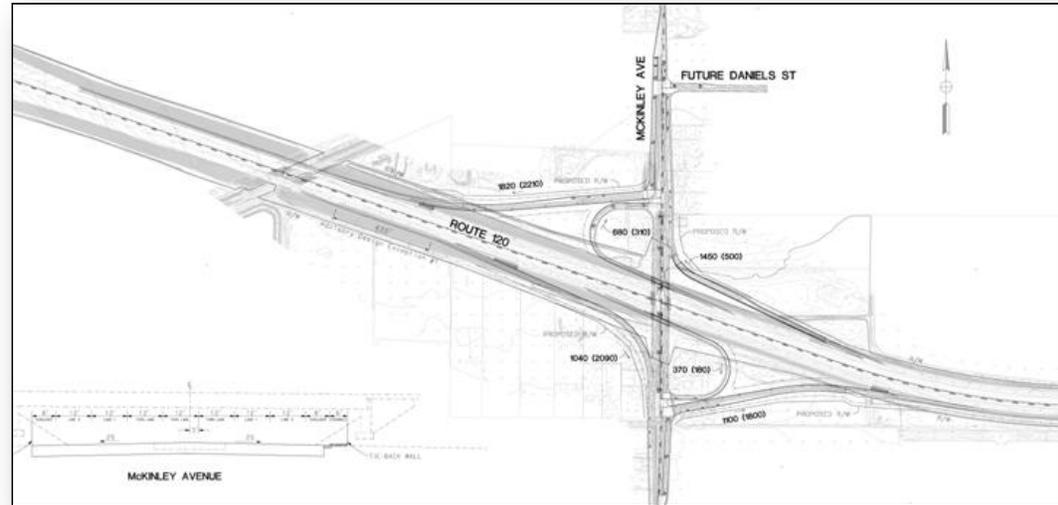


STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

ALTERNATIVES CONSIDERED BUT REJECTED

Alternative Rejected in PA&ED Phase Partial Cloverleaf (Type L-8) Interchange:

This alternative would provide exit loop ramps, in addition to the diamond-type on and off-ramps. This alternative was deemed **infeasible** because the eastbound ramps would conflict with the existing UPRR thus forcing an upgrade to the UPRR facility or a mandatory design exception for the UPRR facility.



Alternatives Rejected Earlier in Project Initiation Phase:

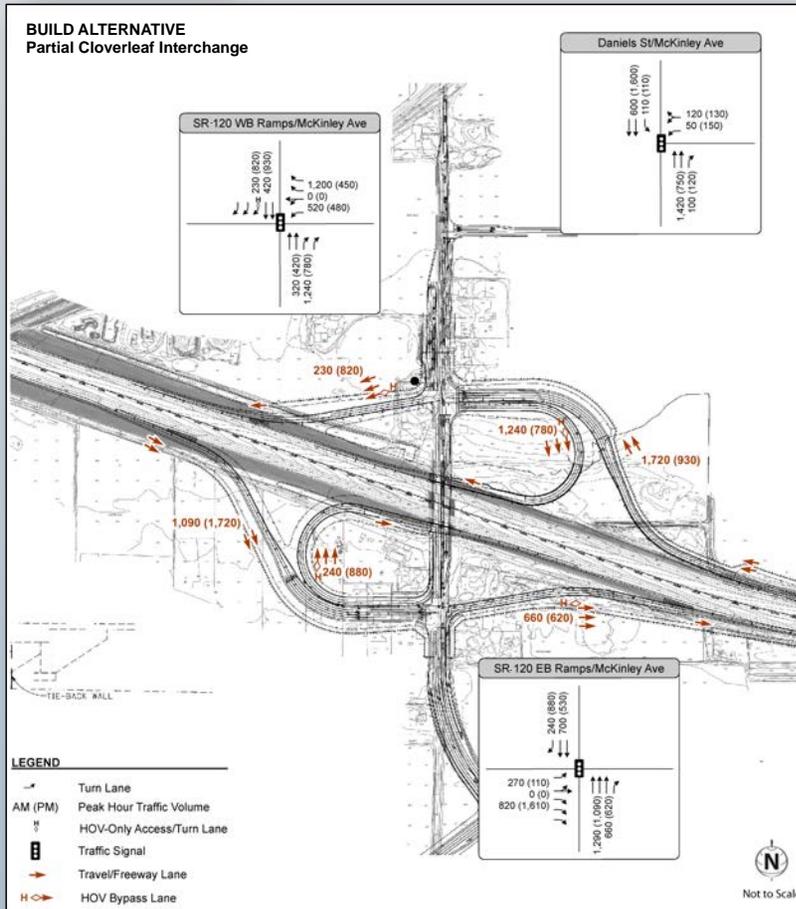
The following design alternatives were considered but rejected in the Project Study Report (PSR):

1. Modified Type L-7 Interchange Alternative
2. Modified Type L-7 Interchange (Longer Undercrossings) Alternative
3. Single Combined Interchange (Yosemite Avenue and McKinley Avenue) at McKinley Avenue
4. Single Combined Interchange Alternative at an Alternate Location



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

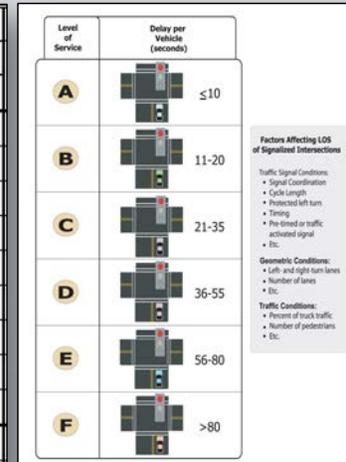
TRAFFIC FORECASTS AND LEVELS OF SERVICE



Forecasted 2040 Peak Hour Volumes AM (PM)

Intersection	Movement	BUILD ALTERNATIVE				
		Number of Lanes	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
SR-120 WB Ramps at McKinley Avenue	NB LT	Does Not Exist				
	NB TH	2	20	C	13	B
	NB RT	2	14	B	12	B
	SB TH	2	17	B	15	B
	SB RT	2 + 1 HOV	2	A	8	A
	WB LT/TH	1 LT & 1 LT/TH	27	C	32	C
	WB RT	2	36	D	7	A
	EB RT	Does Not Exist				
Overall		23	C	14	B	
SR-120 EB Ramps at McKinley Avenue	NB TH	3	15	B	17	B
	NB RT	1	8	A	7	A
	SB LT	Does Not Exist				
	SB TH	2	26	C	31	C
	SB RT	1	9	A	11	B
	EB LT/TH	1 LT & 1 LT/TH	41	D	25	C
	EB RT	3	20	B	28	C
WB RT	Does Not Exist					
Overall		19	B	21	C	

Forecasted 2040 Peak Hour Levels of Service

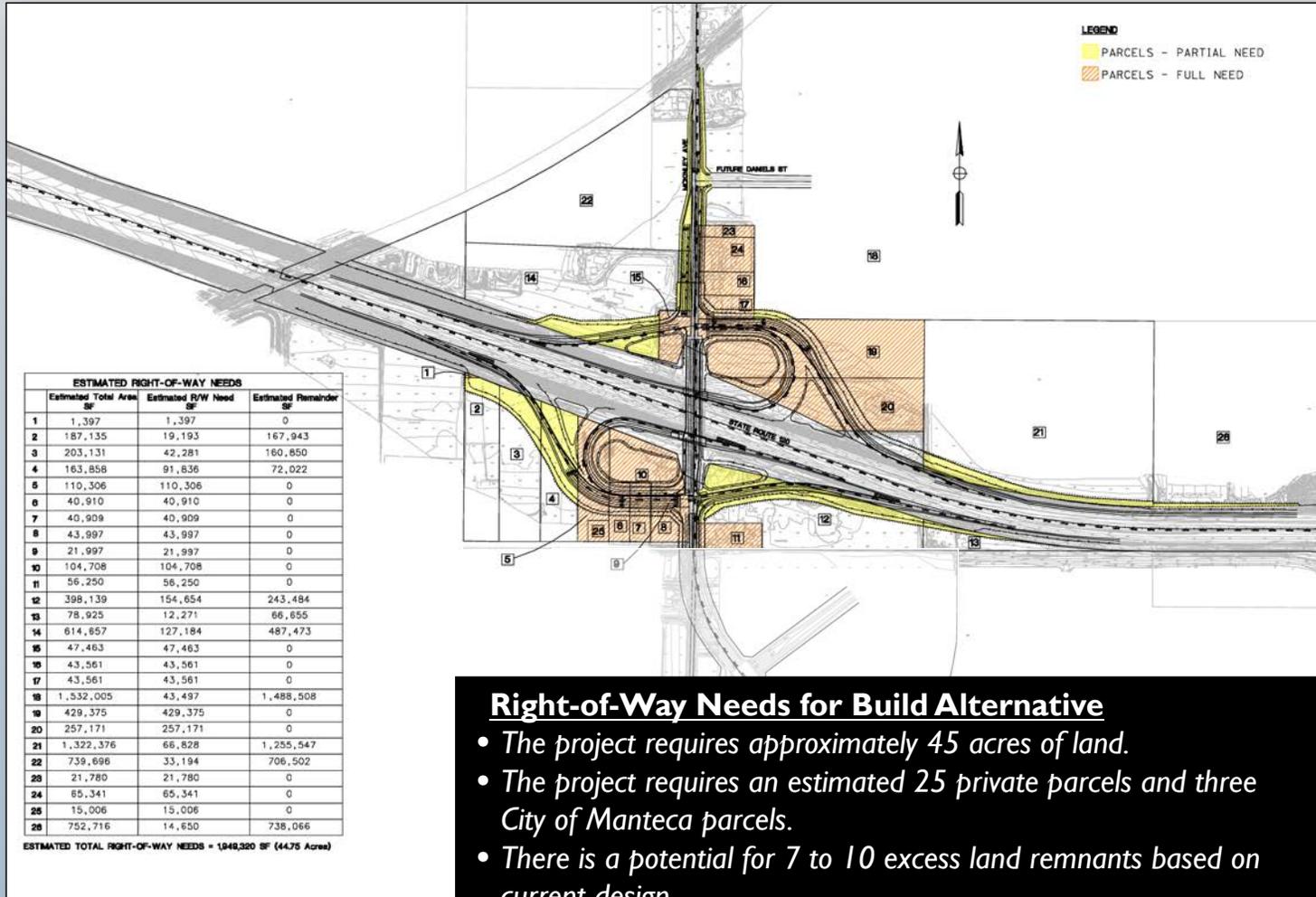


Level of Service Definitions



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

ESTIMATED RIGHT-OF-WAY NEEDS



Right-of-Way Needs for Build Alternative

- The project requires approximately 45 acres of land.
- The project requires an estimated 25 private parcels and three City of Manteca parcels.
- There is a potential for 7 to 10 excess land remnants based on current design.



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

ENVIRONMENTAL PROCESS

Scoping

Preliminary studies to identify project alternatives

Alternative analysis

Scoping documents

Alternative development

Engineering and environmental studies

Draft Environmental Document

Preliminary results of environmental analysis

Preliminary mitigation measures

Public agency review and comment

Biological
Cultural
Visual
Traffic

Water quality/hydrology
Land use
Air quality
Noise

Public/Agency Review and Comment Period

Circulation of draft environmental document

Comment period

Public hearing ← We are here

State/Federal Review & Approval

Formal response to comments

Selection of preferred alternative

Final environmental document

← Caltrans to review:
• Results of technical studies
• Public input



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

ENVIRONMENTAL SCHEDULE

- January 2012 Environmental studies started
- July 28, 2014 Draft environmental document released
- **August 13, 2014 Public hearing**
- August 29, 2014 Public review period closes – comments due
- Fall 2014 Final environmental document approved

WHAT'S NEXT

- After the public review period, Caltrans will review studies and public input, select a preferred alternative and issue a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI).
- After MND/FONSI approval, and funding allocation, the right-of-way engineering and acquisition process is planned for 2015 – 2016.
- Final design is planned for 2015 - 2017.
- Construction expected to be in late 2017 - 2020.



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

PUBLIC COMMENTS

All comments should be received before or postmarked by **August 29, 2014**.

- Written comments can be placed in the comment box.
- Comments can be expressed to the court reporter.
- Written comments can be directly mailed to Caltrans:

California Department of Transportation

Attention: Janet Bailey

Acting Chief, Central Sierra Environmental Analysis Branch

855 M Street, Suite 200

Fresno, CA 93721

or e-mail: Janet.Bailey@dot.ca.gov



STATE ROUTE 120 / MCKINLEY AVENUE INTERCHANGE PROJECT

THANK YOU FOR ATTENDING

