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July 9, 2015

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Mr. Luke Schwartz, P.E.  
Kimley-Horn and Associates Inc.  
1300 Clay Street, Suite 325  
Oakland, CA 94612

**Wilton Rancheria Fee-to-Trust and Casino Project (Casino) – Wilton Rancheria Casino Project State Route 99/Mingo Road Interchange Improvement Concepts Technical Memorandum**

Dear Mr. Schwartz:

Thank you for including the California Department of Transportation (Caltrans) in Wilton Rancheria Casino Project State Route 99/Mingo Road Interchange Improvement Concepts Technical Memorandum (Memo) review process. Caltrans appreciates the early consultation and formal correspondence that has continued since the first meeting with project proponents back in late 2013 for the proposed project, which is the acquisition of fee land located adjacent to the State Route (SR) 99 / Mingo Rd. interchange (IC). On June 10, 2015 Caltrans received the Memo which presented 4 refined design configurations for the SR 99/Mingo Rd. IC and corresponding traffic operations analyses to support each option. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Memo.

***Interchange Design Configuration Summaries***

- West Side of SR 99
  - All four design options provided in the Memo included a spread diamond configuration with southbound (SB) ramps aligned at a signalized intersection, and West Stockton Blvd realigned to connect with Mingo Rd. at new signalized intersection aligned with the Casino entrance.

- East Side of SR 99
  - Option 1 included a tight diamond configuration with northbound (NB) ramps and East Stockton Blvd. connecting to Mingo Rd. as combined signalized intersections.
  - Option 2 included a tight diamond configuration with NB ramps and the north leg of East Stockton Blvd. connecting to Mingo Rd. as a combined signalized intersection; the south leg of East Stockton Blvd. realigned 400 ft. east to connect with Mingo Rd. at a new stop controlled intersection.
  - Option 3 included a spread diamond configuration with a loop on-ramp in the southeast quadrant that is connected to the NB off-ramp at a signalized intersection with Mingo Rd., and East Stockton Blvd. (north and south legs) 400 ft. east connecting to Mingo Rd. at a new stop controlled intersection.
  - Option 4 is the same as Option 3, with the exception that the north leg of East Stockton Blvd. connects to Mingo Rd. at the signalized intersection with the NB ramps.

### ***Caltrans Planning Level Preferred Options***

In February 2014, Caltrans sent comments to the US Department of Interior, Bureau of Indian Affairs, Pacific Regional Office indicating preference for construction of a spread diamond IC that would efficiently address the future developments planned for the area around the Mingo Rd. and Twin Cities Rd. / SR 99 ICs. The original concept design drawings were updated and two additional options were added, which satisfied most of Caltrans' traffic operational concerns discussed in subsequent meetings. At this still early juncture of the Casino project development, and with the understanding that property acquisition may be required, Caltrans prefers Options 3 and 4 because they eliminate the complex intersection configuration of a tight diamond interchange as described in Options 1 and 2. Option 3 and 4 also provide greater compliance with Caltrans guidelines for new interchange design, and efficient capacity for future demand volumes. Options 3 and 4 satisfies Caltrans concerns at this planning-level stage and both Options should proceed to the next phases of the project development process.

### ***Future Concerns***

Caltrans understands that Option 3 and 4 are conceptual, however two main issues stand out:

- Adequate spacing is needed between NB ramps intersection and the realigned East Stockton Blvd. intersection; 400 feet is required.
- High Occupancy Vehicle bypass lanes for onramps will also be required.

As the project development process moves forward, Caltrans advises proponents to include an Intersection Control Evaluation (ICE) with regard to Caltrans Policy Directive 13-02, which can be

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found at <http://www.dot.ca.gov/hq/traffops/policy/13-02.pdf>. Caltrans' conceptual approval process for roundabouts was replaced by the ICE policy procedural requirements.

Geometrics of the proposed IC should meet Highway Design Manual Standards, and any Advisory and/or Mandatory Design Exceptions should accompany plans upon submittal to Caltrans for review. Caltrans would also like to see future project development stages address the costs involved for meeting full geometric Highway Design Manual Standards versus attaining design exceptions because of costs and/or right of way acquisition issues (i.e. property owners not willing to sell property).

If you have any questions regarding these comments or require additional information, please contact Arthur Murray, Intergovernmental Review Coordinator at (916) 274-0616 or by email at: [arthur.murray@dot.ca.gov](mailto:arthur.murray@dot.ca.gov).

Sincerely,



ERIC FREDERICKS, Branch Chief  
Regional Planning – South