

Meeting Summary

Wilton Rancheria Casino Project – Mingo Road Interchange Discussion

Thursday, May 14, 2015, 1:00 p.m. – 3:00 p.m.
Caltrans Offices
2379 Gateway Oaks Drive, Suite #150, Sacramento, CA

Attendees

See attached list of attendees.

Summary of Key Discussion Topics

Overview of Design Elements/Constraints Considered in Interchange Concept

- The EIS transportation consultant (Kimley-Horn) discussed the project and design constraints considered when developing the SR 99/Mingo Road Interchange concept that was recommended in the Agency Review Draft Environmental Impact Study (ADEIS).
- Kimley-Horn and the Wilton Rancheria Tribe representatives explained the desire to provide a full-access interchange concept that accommodates near-term and long-term traffic demand from the surrounding area and generated by the proposed project, relieves traffic at the Twin Cities roundabouts and minimizes impacts to adjacent private properties. The Tribe representatives summarized their discussions with adjacent property owners and described the significant concerns with impacting access and business operations at the cattle market property located northeast of the SR 99/Mingo Road interchange.
- Kimley-Horn acknowledged comments received from Caltrans and Sacramento County on the ADEIS regarding concerns with the initial Mingo interchange design concepts and communicated the desire to use this meeting as an opportunity to explore design modifications to provide a concept that provides acceptable traffic operations while limiting impacts to adjacent properties.

Input from the City of Galt

The City of Galt's representative (Gwen Owens) provided the following key comments:

- The Mingo Road area is within the City's Sphere of Influence (SOI).
- Although the areas within the Galt Sphere of Influence north of Twin Cities are depicted in the City's General Plan as future commercial, the 20-year growth projections for this area include very little development/growth. Existing traffic demand along Mingo Road and at the SR 99/Mingo Road ramps is currently very low and is anticipated to remain low within at least the 20-year horizon.
- The ultimate vision (~50 years from now) is to relocate Twin Cities interchange far enough to the north to gain necessary separation from next interchange to the south (Walnut Avenue).
- The Walnut interchange is the City's next focus; as such they are not currently collecting fees for the Twin Cities "ultimate design" or for the Mingo Road area.

- Desire is to have improvements constructed today that don't preclude or aren't "throw away" once future/ultimate improvements are constructed on the east side of SR-99 at Mingo Road.
- Would prefer "ideal" spread diamond configuration on west side, with tight diamond (including East Stockton connection) on east side.
- Expressed that they are not concerned that a Mingo interchange may restrict their ability to relocate an ultimate Twin Cities interchange north of its current location (due to minimum interchange spacing standards).

Potential East Stockton Boulevard Closure

- The group discussed the pros and cons of closing/capping East Stockton Boulevard south of Mingo Road.
- City of Galt prefers to maintain connection to preserve alternate route to SR-99.
- Sacramento County expressed that they would need to explore in greater detail the potential of closing this connection.
- The group discussed the potential of re-routing East Stockton Boulevard farther east of the ramp intersection to simplify the east-side ramp intersection operations, and as a strategy to maintain East Stockton connectivity.
 - Two variations were discussed for the north side connection: 1) relocate within cattle ranch frontage along Mingo Road, or 2) construct new roadway along east and north sides of the cattle ranch property, both connecting to existing East Stockton north of Mingo.

Potential Relocation of Mingo Road Interchange

- The group discussed the potential of moving the proposed Mingo Road overcrossing and interchange north. It was decided this was not a favorable option due to cost and property impacts.
- The group discussed the potential of moving overcrossing and interchange west. It was decided this was not a favorable option due to cost and property impacts.
- The group discussed the potential of moving overcrossing and interchange south. It was decided this was not a favorable option due to cost, property, and environmental impacts.

Single Point Urban Interchange (SPUI)

- The group discussed the potential of exploring a Single Point Urban Interchange (SPUI) at SR 99/Mingo Road.
 - Caltrans expressed that they are "not excited about" the use of SPUIs.
 - The group generally concluded that a SPUI's bridge structure would be expensive and the configuration would likely be confusing to the public, including the project's patrons. Further, a SPUI concept would create challenges with retaining access for the cattle ranch property and other properties that currently access Mingo Road from East Stockton Boulevard north of Mingo.

Interchange Concept Consensus

- All parties agreed with the following design modifications to the initial SR 99/Mingo Road tight diamond interchange concept:
 - West Side: The concept will include a spread diamond on the west, with relocated West Stockton Boulevard intersection west of southbound ramps intersection. The southbound on-ramp will be moved farther west than shown in the initial tight-diamond concept drawing to provide more stacking distance between the ramp terminals. This new West Stockton Boulevard intersection is understood to be the location for the project site's access (thereby creating a 4-way intersection).
 - East Side: The concept will include a tight diamond configuration on the east. With the northbound ramps intersection in their tight diamond location, East Stockton will be evaluated both as part of a large ramp intersection, or as relocated east thereby aligning with a new extension north either through or around the cattle ranch.

Next Steps

Kimley-Horn will prepare exhibits depicting the following:

- Overview of interchange area showing project location and access to/from Mingo Road
- Geometric exhibits depicting the following design configurations at the SR 99/Mingo Road interchange:
 - Option A: Spread diamond with relocated West Stockton Boulevard on the west side of SR-99. Tight diamond on the east side of SR-99 with East Stockton Boulevard as part of a large intersection with the northbound SR 99 ramps.
 - Option B: Spread diamond with relocated West Stockton Boulevard on the west side of SR-99. Tight diamond on the east side of SR-99 with East Stockton Boulevard relocated east, thereby aligning with a new extension north (either through or around the cattle ranch property).
- East Stockton Boulevard relocation exhibit for the cattle ranch property depicting alignment, access, and square footage of property affected.

Kimley-Horn will prepare the following traffic operations analysis materials:

- Focused traffic operations evaluation including volumes, delay/LOS, and queuing for the two (2) SR 99/Mingo Road interchange design options noted above.
- Kimley-Horn to provide PDFs of preliminary concepts discussed at today's meeting to Caltrans. (Sacramento County and the City of Galt will be copied on this correspondence)

Schedule:

- ~2 weeks for Kimley-Horn to provide information to Caltrans and County
- ~2 weeks for Caltrans to review and comment

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ATTENDANCE

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1	KAMAL ATWAL	SACRAMENTO COUNTY DOT	ATWALK@SACCOUNTY.NET
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