



PUBLIC HEARING

WELCOME

Tuesday - July 31, 2012

6:00 p.m. to 7:30 p.m.

Brief presentation at 6:30 p.m.



Nick W. Blom Salida Regional Library

4835 Sisk Road

Salida, CA 95368



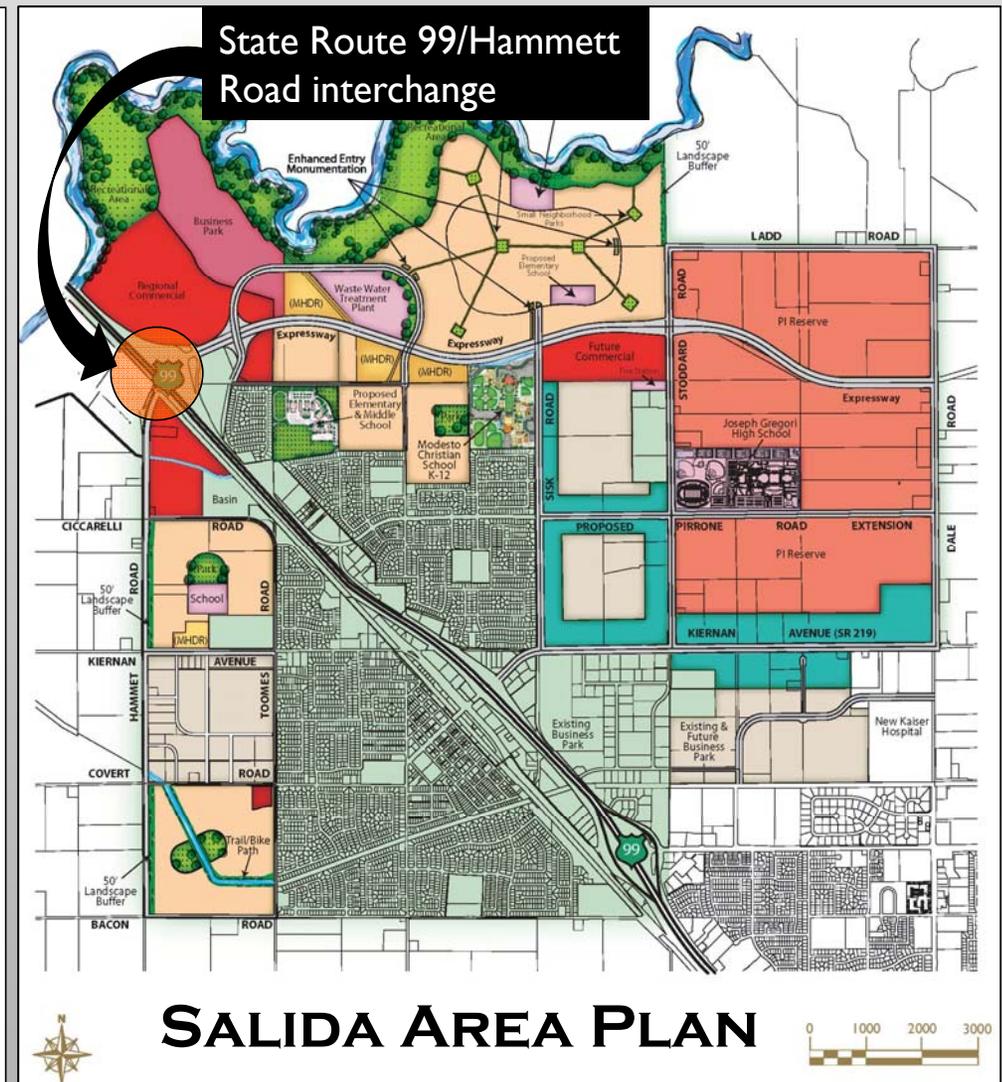
WHAT IS THE PURPOSE OF THE PROJECT?

The purpose of the project is to improve the State Route 99/Hammett Road interchange in order to:

- Accommodate forecasted traffic growth (to 2035).
- Connect to the planned Salida Expressway (Hammett Road Extension) to the east.

At the State Route 99/Hammett Road interchange, traffic operations are expected to worsen over the next 20 years, as the Salida community continues to grow.

The project will provide the western terminus of the planned Salida Expressway.





ALTERNATIVES CONSIDERED IN ENVIRONMENTAL DOCUMENT

- **No Build**
 - *Leave the interchange as it is today.*
- **Build Alternative – Hybrid Diamond/Partial Cloverleaf Interchange**
 - *Replace the existing bridges over State Route 99.*
 - *Widen Hammett Road to seven lanes (including turn lanes).*
 - *Widen southbound ramps in same configuration as today.*
 - *Replace northbound ramps with new diamond exit ramp and loop entrance ramp.*



BUILD ALTERNATIVE – HYBRID INTERCHANGE

- Widen Hammett Road between Cicarelli Road and Pirrone Road.
- Replace the Hammett Road bridges over State Route 99 and the UPRR tracks with wider bridges.
- Widen the on and off ramps to and from State Route 99. Add ramp metering to the on-ramps.
- Add stormwater basins at required locations.
- Modify the existing drainage systems.
- Connect to the future Salida Expressway (Hammett Road Extension) to the east.



\$40.5 million construction and right of way cost.

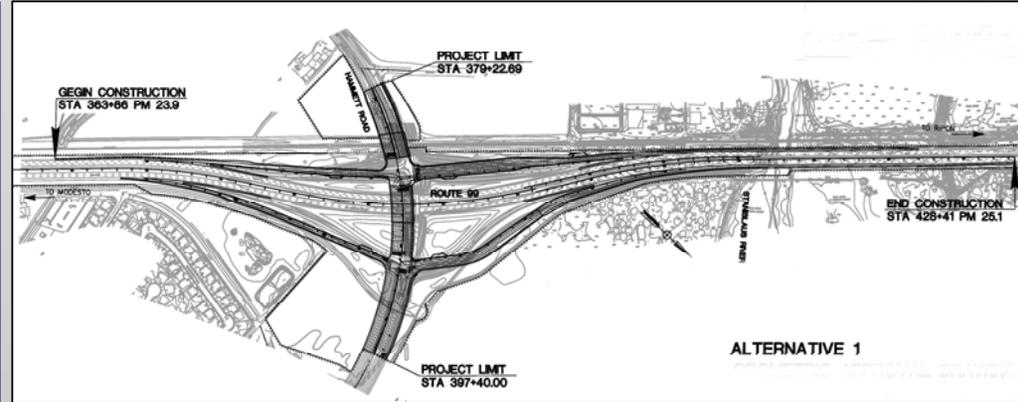


ALTERNATIVES CONSIDERED BUT REJECTED

Alternative 1 – Diamond Interchange

This alternative would replace the current bridge over State Route 99 with a wider bridge in the same general configuration as today.

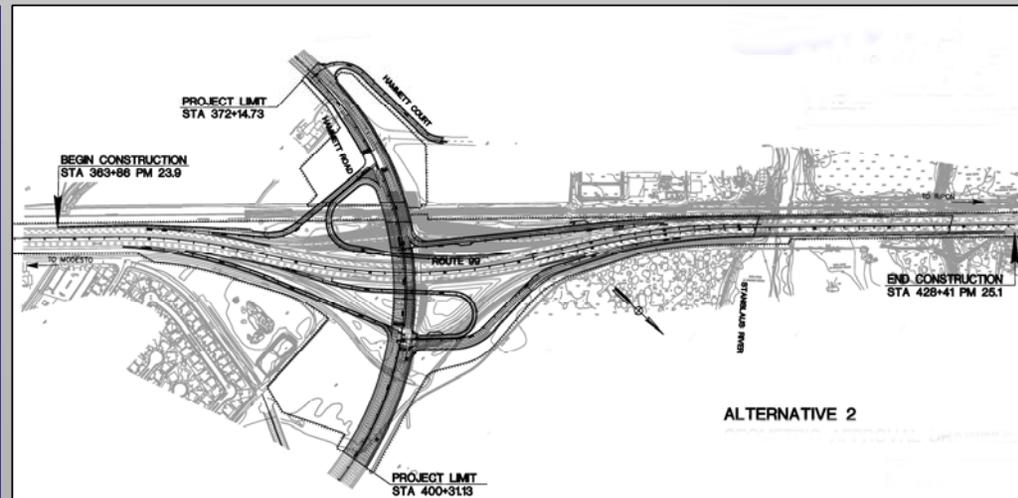
This alternative was rejected due to impact to the Stanislaus River habitat from bridge widening on State Route 99 and excessive cost.



Alternative 2 – Partial Cloverleaf (Loop) Interchange

This alternative would replace the existing diamond interchange with a modified partial cloverleaf interchange with exit loop ramps.

This alternative was rejected due to impact to the Stanislaus River habitat from bridge widening on State Route 99 and excessive cost.





EXISTING CONDITION





STATE ROUTE 99 / HAMMETT ROAD INTERCHANGE PROJECT

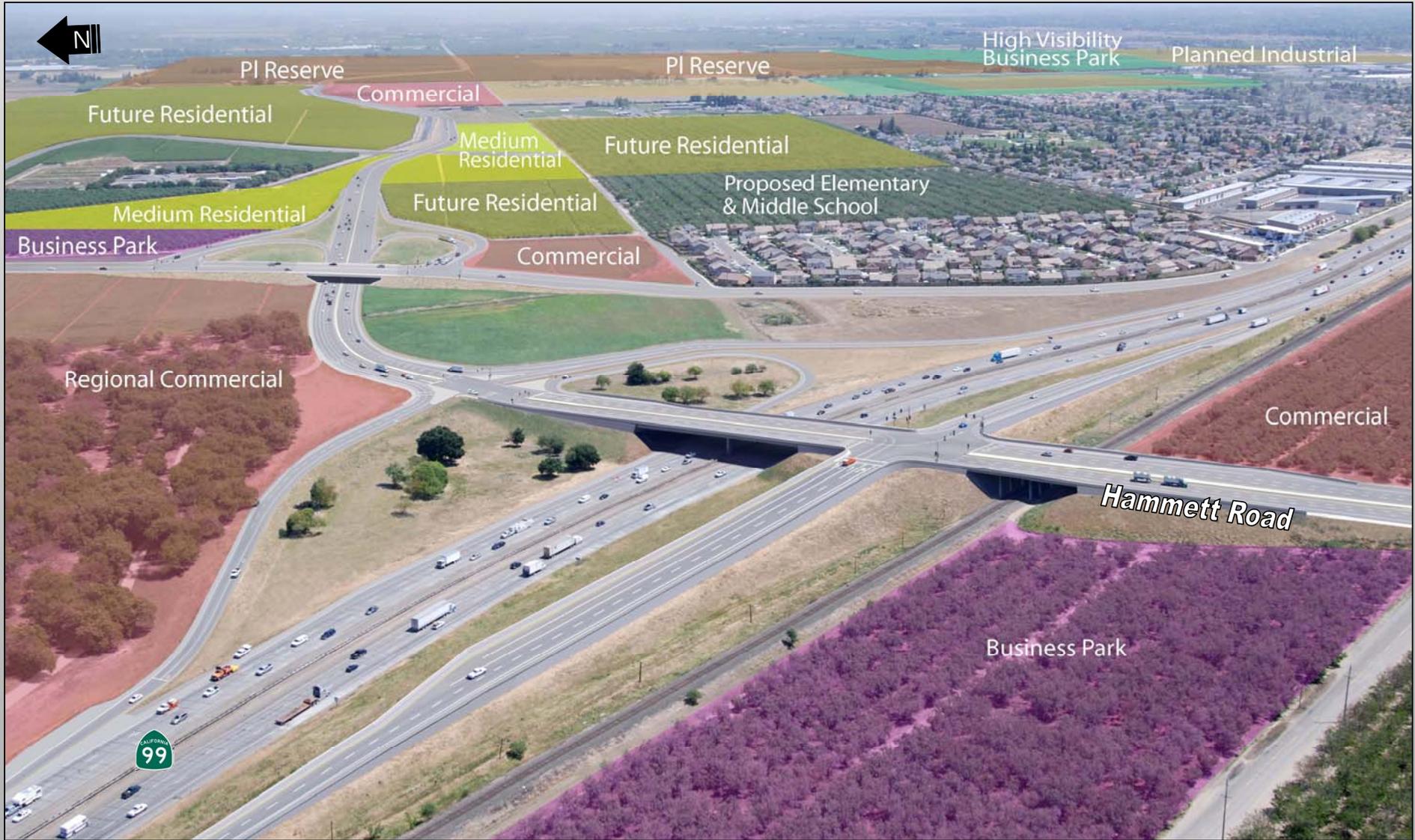


FUTURE NO BUILD CONDITION





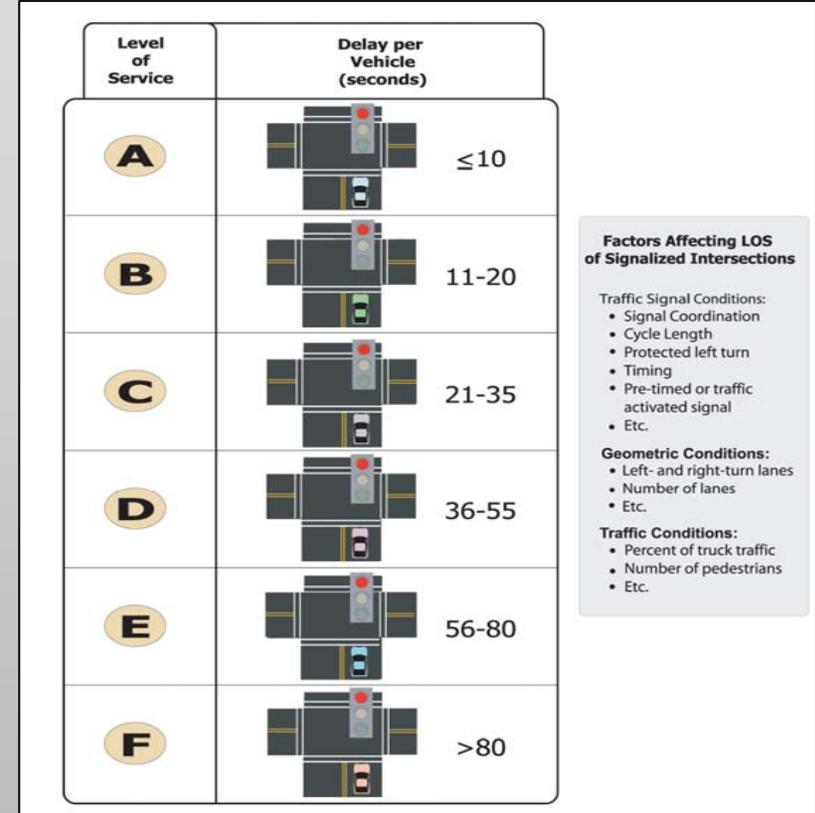
BUILD ALTERNATIVE





POTENTIAL TRAFFIC OPERATIONS BENEFITS

Intersection	Traffic Control	Peak Hour	No Build		Alternative 3	
			Control Delay	LOS	Control Delay	LOS
1. Ciccarelli Road / Hammett Road	SSSC ¹	AM	100 (100)	F (F)	2 (7)	A (A)
		PM	2 (5)	A (A)	2 (8)	A (A)
2. Hammett Court / Hammett Road	SSSC ¹	AM	100 (100)	F (F)	2 (3)	A (A)
		PM	100 (100)	F (F)	2 (8)	A (A)
3. State Route 99 Southbound Ramps / Hammett Road	Signal ²	AM	100	F	19	B
		PM	100	F	35	C
4. State Route 99 Northbound Ramps / Hammett Road	Signal ²	AM	43	D	6	A
		PM	100	F	5	A
5a. Pirrone Road / Salida Expressway Westbound Ramps ³	Signal ²	AM	13	B	21	C
		PM	100	F	19	B
5b. Pirrone Road / Salida Expressway Eastbound Ramps ³	Signal ²	AM	14	B	24	C
		PM	100	F	25	C

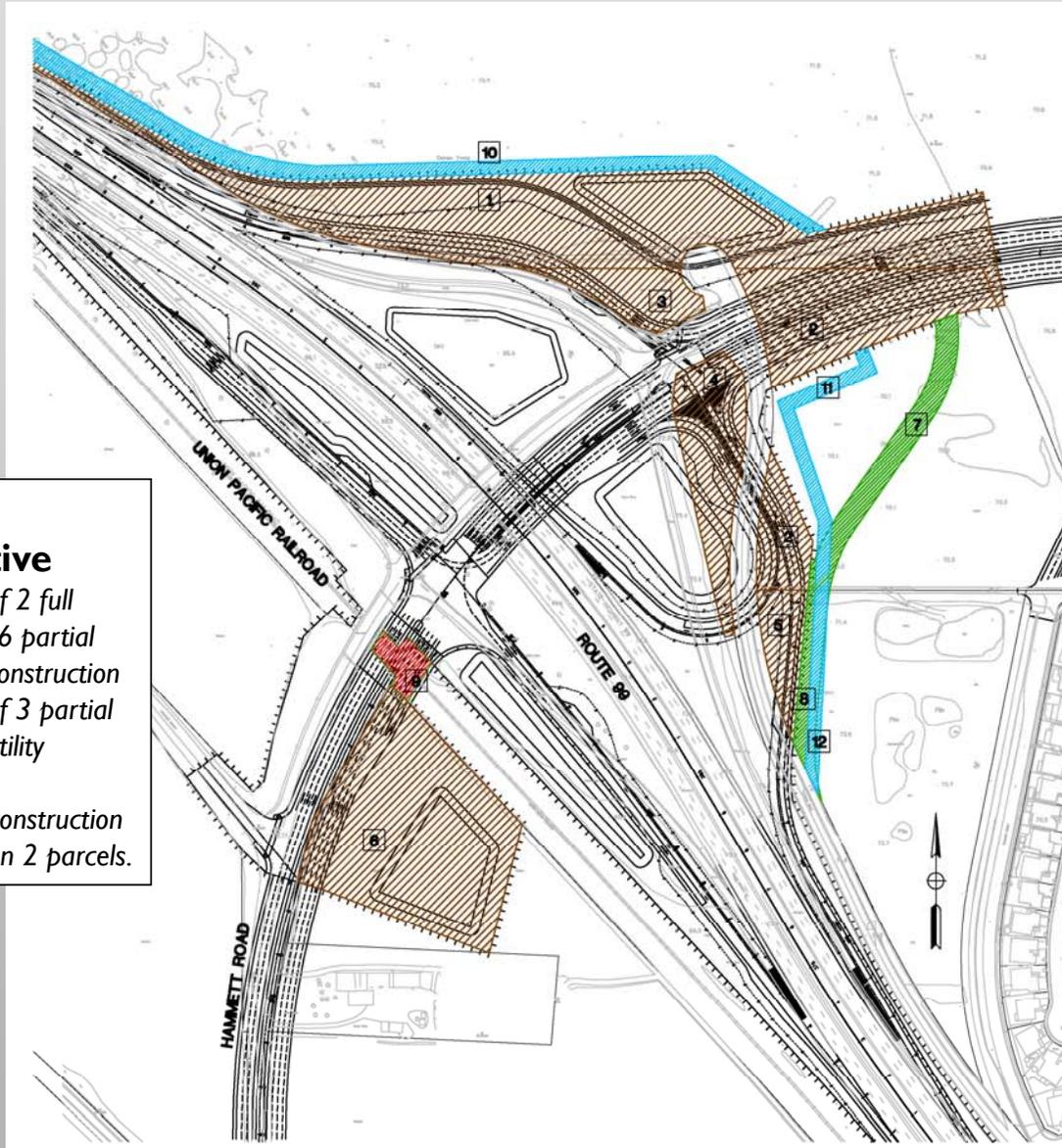


In 2035:

- AM – Build Alternative will reduce vehicle-hours of delay by 566.
- PM – Build Alternative will reduce vehicle-hours of delay by 1072.
- AM - Build Alternative will reduce average vehicle delay by 7 minutes.
- PM - Build Alternative will reduce average vehicle delay by 13 minutes.
- **Build Alternative will save 155,500 person-minutes per day.**



STATE ROUTE 99 / HAMMETT ROAD INTERCHANGE PROJECT



Build Alternative

- Acquisition of 2 full parcels and 6 partial parcels for construction
- Acquisition of 3 partial parcels for utility easements
- Temporary construction easements on 2 parcels.

LEGEND

- PERMANENT R/W AREA NEEDED
- BASIN
- TEMPORARY CONSTRUCTION EASEMENT (TCE) AREA NEEDED
- RAILROAD (UPRR) EASEMENT AREA NEEDED
- PUBLIC UTILITY EASEMENT AREA NEEDED

PERMANENT RIGHT OF WAY AREAS			
	TOTAL AREA (SF)	R/W NEEDED (SF)	AREA REMAIN (SF)
1	15,690,315	288,527	15,401,788
2	418,180	118,097	300,083
3	38,590	38,590	0
4	59,680	59,680	0
5	349,355	23,730	325,625
6	991,865	174,515	817,350

TEMPORARY CONSTRUCTION EASEMENT (TCE) AREAS			
	TOTAL AREA (SF)	R/W NEEDED (SF)	AREA REMAIN (SF)
7	418,180	34,751	383,429
8	349,355	19,067	330,288

RAILROAD EASEMENT AREA			
	TOTAL AREA (SF)	R/W NEEDED (SF)	AREA REMAIN (SF)
9	-	10,129	N/A

PUBLIC UTILITY EASEMENT AREAS			
	TOTAL AREA (SF)	R/W NEEDED (SF)	AREA REMAIN (SF)
10	15,690,315	87,733	15,602,582
11	418,180	20,490	397,690
12	349,355	12,900	336,455

TOTAL PERMANENT RIGHT OF WAY AREA NEEDED = 701,139 SF
 TOTAL PERMANENT RIGHT OF WAY AREA NEEDED = 16.10 ACRES

TOTAL TCE AREA NEEDED = 53,818 SF
 TOTAL TCE AREA NEEDED = 1.24 ACRES

TOTAL RAILROAD EASEMENT AREA NEEDED = 10,129 SF
 TOTAL RAILROAD EASEMENT AREA NEEDED = 0.23 ACRES

TOTAL PUBLIC UTILITY EASEMENT AREA NEEDED = 101,123 SF
 TOTAL PUBLIC UTILITY EASEMENT AREA NEEDED = 2.32 ACRES

RIGHT OF WAY AREAS
ALTERNATIVE 3
 NOT TO SCALE



ENVIRONMENTAL PROCESS

Scoping

Preliminary studies to identify project alternatives

Alternative Analysis

Scoping documents
Alternative development
Engineering and environmental studies



Biological	Water quality/hydrology
Cultural	Land use
Visual	Air quality
Traffic	Noise

Draft Environmental Document

Preliminary results of environmental analysis
Preliminary mitigation measures
Public agency review & comment

Public/Agency Review and Comment Period

Circulation of Draft Environmental Document
Comment period
Public hearing



State/Federal Review & Approval

Formal response to comments
Selection of Preferred Alternative
Final Environmental Document
Project approval anticipated Fall 2012



- Caltrans to review:**
- Results of technical studies
 - Public input
 - Costs and benefits
 - Constructability



ENVIRONMENTAL SCHEDULE

- January 2009 Environmental studies started
- November 10, 2009 Public Information Meeting
- July 17, 2012 Draft Environmental Document released
- **July 31, 2012 Public Hearing** 
- August 15, 2012 Public review period closes – comments due
- Fall 2012 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, Stanislaus County will seek funding for project right-of-way acquisition, design and construction.



PUBLIC COMMENTS

All comments are due by **August 15, 2012**.

- 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: Scott Smith

Chief, Central Sierra Environmental Analysis Branch

855 M. Street, Suite 200

Fresno, CA 93721

or e-mail: scott_smith@dot.ca.gov



PUBLIC HEARING

THANK YOU FOR ATTENDING

