

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: **2019049145**

Project Title: State Route 99/State Route 120 Interchange Improvement Project

Lead Agency: Caltrans District 10

Contact Name: Jennifer Lugo

Email: jennifer.lugo@dot.ca.gov Phone Number: (559) 445-6172

Project Location: City of Manteca San Joaquin  
*City* *County*

Project Description (Proposed actions, location, and/or consequences).

The California Department of Transportation (Caltrans) District 10 with the cooperation of the City of Manteca and the San Joaquin Council of Governments (SJCOG) proposes to reconstruct the existing State Route (SR) 99/120 and Austin Road interchanges. This project will add new auxiliary lanes, upgrade existing bridges, construct additional connector lanes, ramp upgrades, new signals, and lighting. This project will provide traffic congestion relief and improved operations of the interchanges.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The proposed project, once operational, has the potential to expose nearby sensitive receptors to increased ambient noise levels. Although these noise levels would not exceed local thresholds, implementation of Mitigation Measure NOI-2 would be implemented to reduce noise level exposure at sensitive receptors.

NOI-2 Construction of noise barrier NB-2 (12-feet tall), as shown in Figures 2-9 and 2-12, in Areas C, D and E, shall occur at commencement of Phase 1A Construction (Construction Year 2023). This barrier shall be constructed at the commencement of Phase 1A construction as to be functional during Phases 1B and 1C of the Project to attenuate operational noise at sensitive receptors once the Project is fully operational (Design Year 2043).

Implementation of the proposed project would require partial and full parcel acquisition (33 parcels) to accommodate the need for new right-of-way. The project would result in two full acquisitions of business properties in the project area (one with a residential structure), one other full acquisition of a residential property, and two full acquisitions of government and agency owned property. In addition to these five full acquisitions, the Build Alternative would also result in 27 partial acquisitions of residential, agricultural, industrial, and commercial properties next to the project area. Most partial acquisitions would require less than 10 percent of the property, but two partial acquisitions would result in full acquisition of the residences. Therefore, the project would result in six potential displacements (five residential and one commercial). Vacant residential units and commercial units are available to accommodate resident and business displacements associated with the project. Caltrans will conduct all acquisition and displacement activities in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Caltrans District 10, working with the City of Manteca and San Joaquin Council of Governments, held a Public Workshop in Manteca for the project on August 2, 2017. Main topics/concerns expressed by member of the public and elected officials included:

- Need for an overpass over the railway track between Woodward and Moffatt
- Keep Austin Road Interchange
  - Imperative to have an on-ramp at Austin Road to provide access to SR 99 (Manteca Fire Department)
  - Eliminating current SR 99 access to/from Austin Road would be devastating to locals
  - Access to both north and southbound Austin Road is needed
  - Keep Austin Road interchange and perhaps move a safe distance to the east
  - Proposes Moffatt off-ramp in new location makes no sense. Need to adapt the one in the current location
  - Closing Austin on/off ramps creates a huge problem for local businesses
  - Keep Austin Road on/off ramps open
  - Need to reconsider elimination of Austin Road exit between Phases
- Project is minimal benefit to residents of Manteca
- Add a lane to exit bypass to southbound SR 99
- Discourage the pattern of existing the bypass on McKinley, Airport, or Union, driving south to access West Ripon Road
- Need to improve local flow in morning/evening peak periods (e.g., overpass at Moffatt)
- Current plan has the potential effect on SR 120 corridor to allow flooding
- Need more information on landscaping design.

Provide a list of the responsible or trustee agencies for the project.

City of Manteca  
San Joaquin County Council of Governments