

Auberry Road Intersection Improvement Project

State Route 168 and Auberry Road near the community of Prather in Fresno
County

06-FRE-168-PM 30.2

0600000301

SCH: 2013111059

Initial Study With Mitigated Negative Declaration



May 2014

Prepared by the
State of California Department of Transportation

General Information About This Document

What's in this document?

This document contains a Mitigated Negative Declaration that examines the environmental effects of the proposed project on State Route 168 (Morgan Canyon Road) and Auberry Road near the community of Prather in Fresno County.

The Initial Study, with Proposed Mitigated Negative Declaration, was circulated to the public from November 18 to December 18, 2013. Comment letters were received on the draft document. Responses to the circulated document are shown in Appendix D of this document (added since the draft). Elsewhere through this document, a line in the margin indicates a change made since the draft document circulation.

What happens after this?

The proposed project completes environmental compliance after the circulation of this document. When funding is approved, the California Department of Transportation, as assigned by the Federal Highway Administration, can design and build all or part of the project.

This document can also be accessed electronically at the following website:

<http://www.dot.ca.gov/dist6/environmental/envdocs/d6/>

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of page). Blank pages occur where needed throughout the document to maintain proper layout of chapter and appendices.

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Michelle Ray, Sierra Pacific Environmental Analysis Branch, 855 M Street, Suite 200, Fresno, CA; (559) 445-5286 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

Improve the Intersection at State Route 168 (Morgan Canyon Road) and Auberry Road near the Community of Prather in Fresno County

**INITIAL STUDY
with Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

5/27/14
Date


Jennifer H. Taylor, Office Chief
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CEQA Lead Agency

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Caltrans has prepared an Initial Study for this project and has determined from this study that the project would not have a significant effect on the environment for the following reasons:

The project would have no effect on: land use, growth, community impacts, farmland/timberland, hydrology and floodplain, water quality, paleontology, noise and vibration, wetlands and other waters of the U.S., publicly owned parks, or recreation areas, geology/soils/seismic/topography, and invasive species.

Also, the project would have no significant effect on: air quality, utilities/emergency services, natural communities, hazardous waste or materials, transportation/pedestrian and bicycle facilities, visual/aesthetics, or cultural resources.

In addition, the project would have no adverse effect on threatened and endangered species (Valley elderberry longhorn beetle) because the following avoidance and minimization measure would reduce potential effects to a level of insignificance:

- During construction, Caltrans would establish an Environmental Sensitive Area (ESA) for the two elderberry shrubs located adjacent to the project area to avoid any potential or indirect effect to the shrubs.

Furthermore, Caltrans proposes to compensate for the loss of one heritage blue oak tree. The California Department of Fish and Wildlife recommends the replacement planting be 10 trees replanted for one removed or a 10:1 ratio.


Jennifer H. Taylor, Office Chief
Central Region
Environmental South
California Department of Transportation
CEQA Lead Agency

5/27/14
Date



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List of Abbreviated Terms

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
PM	post mile

Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans) proposes to improve the intersection of State Route 168 and Auberry Road near the community of Prather in Fresno County, California at post mile 30.2. Near the project area, State Route 168 is a rural two-lane undivided highway situated among rolling terrain and eligible as a scenic highway (see Project Vicinity Map, Figure 1-1 and Project Location Map Figure 1-2).

State Route 168 runs east-west, serving mostly recreational travelers and residents of Prather and other foothill communities. At the project area, State Route 168 and Auberry Road converge to form a three-legged “Y” shaped intersection controlled by stop signs on Auberry Road. Traffic going eastbound on State Route 168 does not stop. This intersection experiences a high number of broadside collisions when motorists pull out from Auberry Road and fail to yield to traffic on State Route 168.

A Build Alternative and the No-Build Alternative were considered. The Build Alternative would improve safety by constructing a single-lane roundabout that would require drivers to reduce their speed as they approach and proceed through the roundabout. All traffic would be forced to make right-hand turns creating a traffic pattern that promotes a safer intersection by slowing down traffic from all directions on a high-speed roadway.

Caltrans is the lead agency under the California Environmental Quality Act (CEQA). Because funding for the project includes federal funds, a National Environmental Policy Act (NEPA) Categorical Exclusion (CE) will be issued for the project.

The project is in the 2012 State Highway Operation and Protection Program, with funding from the Safety Improvement Program (201.010) in the 2015/2016 fiscal year.

1.2 Purpose and Need

1.2.1 Purpose

The purpose of this project is to improve safety while maintaining traffic operations at the intersection of State Route 168 and Auberry Road near the community of Prather in Fresno County.

1.2.2 Need

The accident history at the project area for the most recent three-year study period (July 1, 2006 to June 30, 2009) shows that the actual total accident rates are higher than the statewide average for similarly designed intersections. There were 8 accidents reported at this intersection during the three-year study period. Traffic on State Route 168 do not have to stop and five of the accidents reported were broadside collisions caused by oncoming traffic from eastbound State Route 168. The remaining accidents were 2 rear-end and 1 over-turn. Table 1.1 provides the accident rates for the intersection of State Route 168 and Auberry Road.

The rolling terrain in this location shortens the distance needed for a driver to stop and avoid rear-ending other vehicles lined up at the stop sign. Additionally, drivers approaching the intersection from the east may experience a sudden need to stop. The single-lane roundabout would create a traffic pattern that promotes a safer intersection by slowing down traffic from all directions. The approach to the intersection from the east would also be lowered 2 feet, which improves the driver's line of sight.

**Table 1.1 Accident Rates at State Route 168 and Auberry Road
(July 2006 – June 2009)**

Actual vs Average Type	Actual (per million vehicles)			State Average (per million vehicles)		
	Fatal	Fatal and Injury	Total	Fatal	Fatal and Injury	Total
	0	0.3	0.8	0.0003	0.08	0.2

Source: Department of Transportation Office of Traffic Engineering
Accident Rate (per million vehicles)

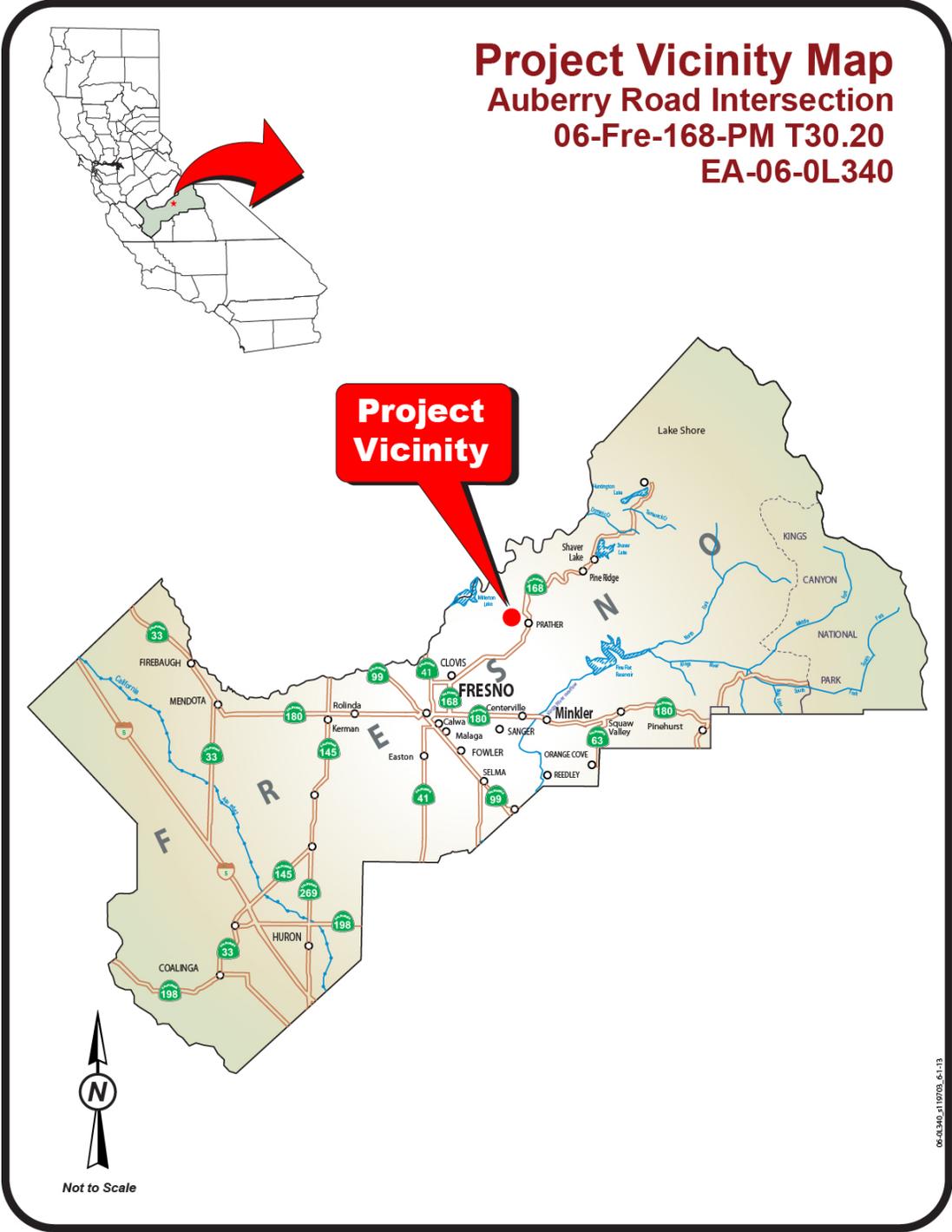


Figure 1-1 Project Vicinity Map

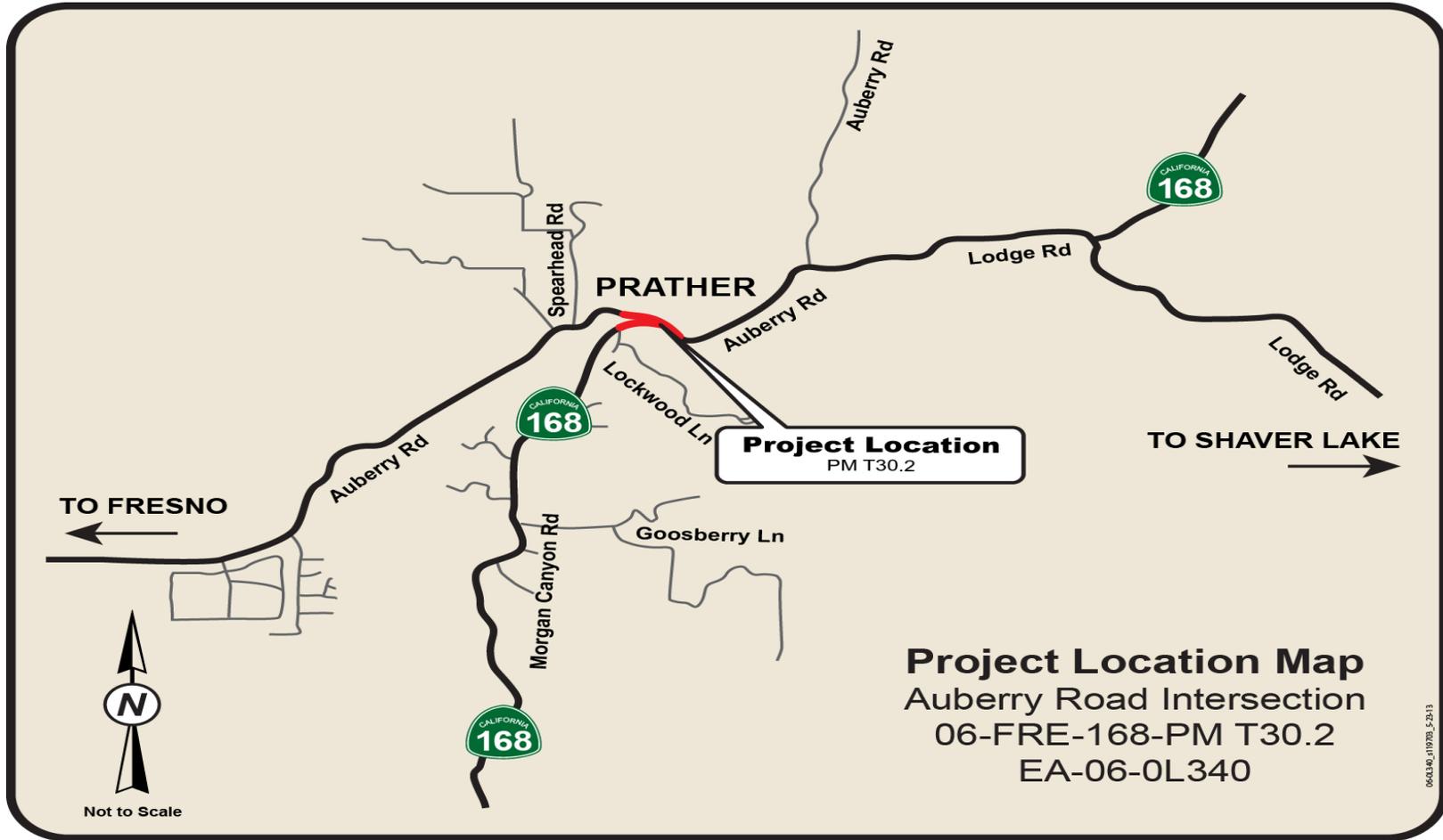


Figure 1-2 Project Location Map

1.3 Project Description

This section describes the proposed action and the project alternatives that were developed to meet the identified purpose and need of the project, while avoiding or minimizing environmental impacts. The alternatives are the Build Alternative and the No-Build Alternative.

The project is located in Fresno County where State Route 168 intersects with Auberry Road near the community of Prather (PM 30.2). At the project area, State Route 168 and Auberry Road converge to form a three-legged “Y” shaped intersection controlled by stop signs on Auberry Road. Traffic going eastbound on State Route 168 does not stop. This intersection experiences a high number of broadside collisions when motorists pull out from Auberry Road and fail to yield to traffic on State Route 168. The purpose of the project is to improve safety while maintaining traffic operations at the intersection. The project is proposing to construct a single-lane roundabout that would force all traffic to make right-hand turns creating a traffic pattern that promotes a safer intersection by slowing down traffic from all directions on a high-speed roadway.

1.4 Alternatives

1.4.1 Proposed Build Alternative

The Build Alternative would construct a single-lane roundabout at the intersection of State Route 168 and Auberry Road that would accommodate traffic for up to 15 years (see Figure 1-3). The proposed roundabout improvements would include the following:

- A 4-legged single-lane roundabout with full legs on Auberry Road, eastbound and westbound State Route 168, and a short fourth leg towards the dirt driveway on the northeast side of the roundabout
- The existing driveway into the Canyon Fork Shopping/Business Mall would be relocated east and a left-turn lane would be provided for access
- The existing driveway from State Route 168 (Morgan Canyon Road) into Kwik Serve/Tiny Mart would be relocated towards the south and a left-turn lane would be provided for access

Layout, Geometrics and other Key Design Features

- The approach vehicle speed at the roundabout would be 20 mph. A curvilinear reverse curve at the entry/exit and circulatory fluid path around the center island would be provided to restrict the operating speed.
- The roundabout would consist of a 165-foot inscribed circle that would include a 95-foot raised island, a 20-foot circulatory roadway width, and a 15-foot truck apron for accommodating Surface Transportation Assistance Act (STAA) trucks.
- The center of the roundabout would be landscaped with native plants that would serve as a gateway into the Prather community.
- Partially realign part of State Route 168 within the vicinity of the roundabout and lower the crest vertical curve along the east side approach of the intersection by a minimum of 3 feet.
- Crosswalks, sidewalks, and curbs ramps would be built as per Americans with Disabilities Act (ADA) standards. Pedestrian crosswalk would be placed at a minimum of 20 feet from circulatory limit and a splitter island would be provided as refuge for pedestrian safe crossing.
- Shoulder tapers, splitter islands and outside curbs would be constructed at approaches to guide high speed vehicles.
- Drainage would be maintained by providing a 2 percent cross slope from Inscribed Circle Diameter (ICD) outwards for the circulatory areas and from splitter island outwards to approach curbs and gutter.
- Warning signs and pavement markings and beacon lights would be installed on State Route 168 and Auberry Road to alert approaching drivers to reduce speed

There are no anticipated design exceptions proposed for this project. The Build Alternative would require approximately 1.16 acres of additional right-of-way. The required right-of-way includes commercial land with no major improvements except driveways or access easements. No residences would be affected but the project would modify the driveways accessing Kwik Serv/Tiny Mart and the Canyon Fork Shopping Center/Business Mall.

The Build Alternative, a single-lane roundabout, is estimated to cost \$2.3 million.

1.4.2 No-Build Alternative

Consideration of a No-Build Alternative is required by the National Environmental Policy Act. The No-Build Alternative would leave the intersection as it is. As a result of the No-Build Alternative, the high number of broadside collisions would continue and the purpose and need would not be met.

1.4.3 Comparison of Alternatives

Criteria to evaluate alternatives include purpose and need objectives and potential environmental effects of the proposed project. Table 1.2 compares the alternatives using the evaluation criteria.

Table 1.2 Comparison of Alternatives

Evaluation Criteria	Build Alternative	No-Build Alternative
Improves Traffic Safety	The roundabout design would create a traffic pattern that would improve safety by lowering traffic speed and requiring all drivers to make right-hand turns eliminating the potential for broadside collisions.	Provides no improvement to traffic safety.
Environmental Impacts	<p>The roundabout would result in short-term construction impacts to air quality, visual resources, traffic and transportation/pedestrian and bicycle facilities, and utilities.</p> <p>A Native American monitor would be present during the construction of the project in the event that cultural resources were discovered.</p> <p>The larger elderberry shrub with exit holes and the elderberry shrub located next to the shoulder of State Route 168 would not be directly affected by the new roundabout design. During construction the elderberry shrubs would be protected by designating Environmentally Sensitive Areas (ESAs) around them.</p> <p>The loss of one blue oak heritage tree would be compensated by replanting 10 blue oak trees at a location to be determined.</p>	No environmental impacts.
Meets Purpose and Need	Yes	No

1.4.4 Identification of the Preferred Alternative

After the public circulation period, all comments were considered (See Appendix D Comments and Responses). Caltrans selected the single-lane roundabout as the preferred alternative because it has the greatest project benefits with regard to any associated impacts. Caltrans met with the businesses and property owners opposing the roundabout and received consensus approval for the roundabout with access

modifications (See Figure 1.3). The previous roundabout design considered in the draft environmental document and public hearing is shown in Figure 1.4.

1.4.5 Alternatives Considered but Eliminated from Further Discussion

Single-Lane Roundabout Convertible to a Double-Lane

This alternative proposed to construct a double-lane roundabout that could function as a single-lane roundabout for up to 15 years. After the 15 years, the center island could be reduced to form an additional lane, accommodating increased traffic. This alternative was eliminated because:

- The cost of this alternative was considered high at \$2.7 million
- Additional Right-of-Way would need to be acquired for the design of double-lanes potentially causing greater impact to private parcels and businesses

Four-Way Signals with Left-Turn Pocket

This alternative proposed constructing a four-way intersection with a left-turn pocket controlled by traffic signals. It was considered but withdrawn from further consideration because the accident warrant for signals is not met. In addition, the funding for traffic signals is not available for a safety project because the expected safety benefit of traffic signals does not justify the expense in a cost/benefit analysis.

1.5 Permits and Approvals Needed

The following permits, reviews and approvals would be required for project construction:

Table 1.3 Permits and Approvals Needed

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service	Section 7 Letter of Concurrence for Threatened and Endangered Species	Received on April 30, 2014



Figure 1-3 Preferred Single Lane Roundabout

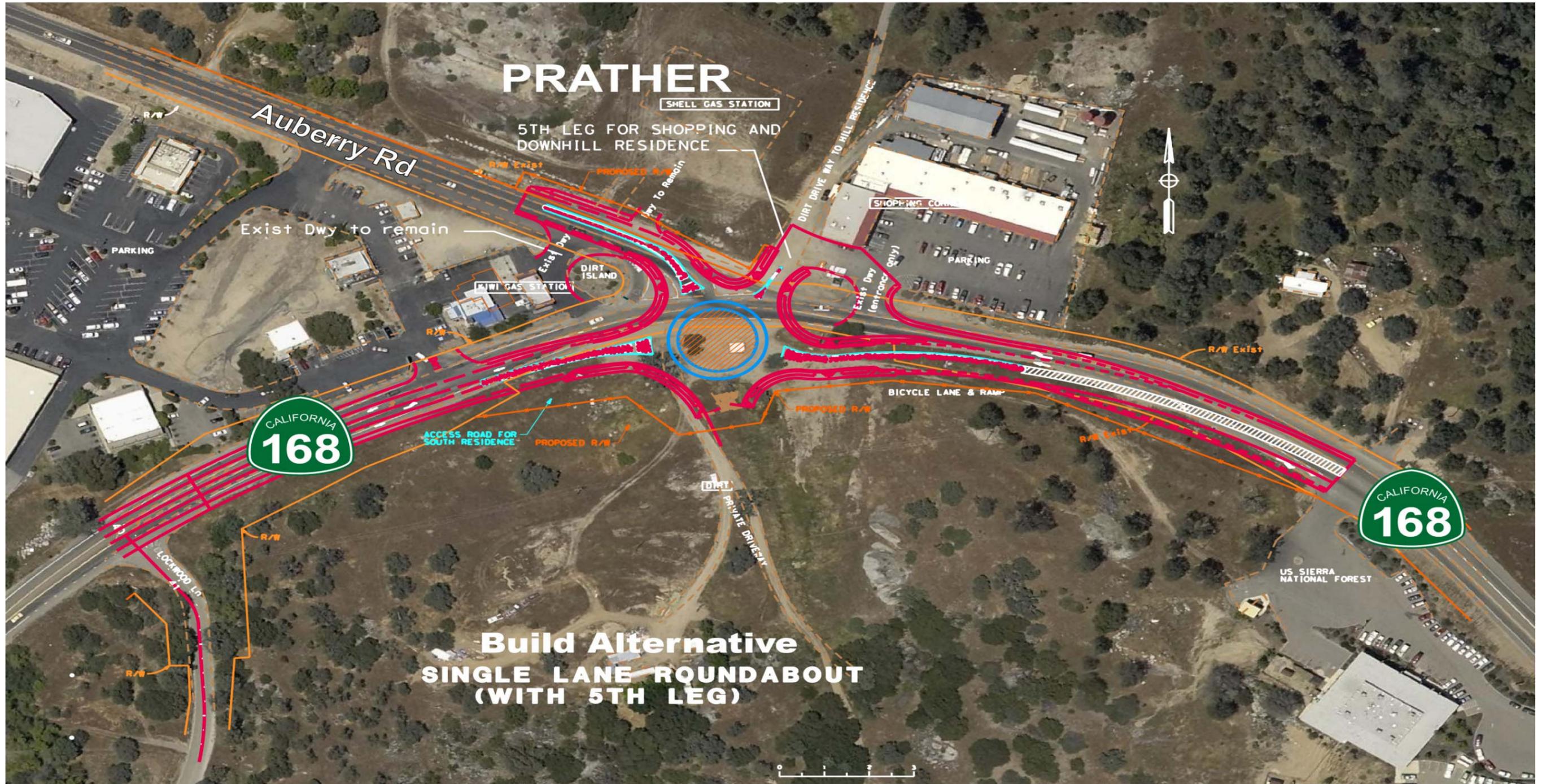


Figure 1-4 Old Roundabout Design

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

This chapter explains the impacts that the project would have on the human, physical, and biological environments in the project area. It describes the existing environment that could be affected by the project, potential impacts from each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures. Any indirect impacts are included in the general impacts analysis and discussions that follow.

As part of the scoping and environmental analysis for the project, the following environmental issues were considered, but no adverse impacts were identified. Consequently, there is no further discussion of these issues in this document.

- Land Use—The project is consistent with existing and future land use and with state, regional, and local plans: the 2000 Fresno County General Plan, the 2011 Fresno County Regional Transportation Plan, the 2012 State Highway Operation and Protection Program, and the 2015/2016 Safety Improvement Program.
- Farmlands/Timberlands—No farmland or timberland occurs in the project area (Fresno County Planning and Zoning Department, November 26, 2012).
- Growth—The project would not promote growth because it is a safety project that would upgrade an existing intersection by building a roundabout (Field Visit, December 26, 2012).
- Community Impacts—The project would not disrupt the community character or cohesion or result in any relocation of businesses or residences because it is a safety project that would upgrade an existing intersection by building a roundabout. In addition, no minority or low-income populations have been identified that would be adversely affected by the project (Relocation Impact Statement, February 21, 2013).
- Parks and Recreational Facilities—No parks and recreation facilities occur in the project area (Field visit, December 26, 2012).
- Geology/Soils/Seismic/Topography— No faults exist in the project area. The project would not result in substantial soil erosion or landslides. The project is not

located on soil that is unstable or that would become unstable as a result of the project (Preliminary Geotechnical Design Report, April 11, 2013 and Geotechnical Design Report Addendum, October 14, 2013).

- Hydrology and Floodplain—The project does not represent a longitudinal or significant encroachment on the base floodplain (Hydraulic Study, December 17, 2010).
- Water Quality and Storm Water Runoff—With use of proper and accepted engineering practices, the project would not have adverse effects on surface or groundwater runoff (Air, Noise and Water Quality Studies, October 7, 2013).
- Paleontology—There is no sensitivity for paleontological resources at the project area because the underlying rock is made of granite (Paleontological Identification Report, June 6, 2013).
- Noise and Vibration—The project would not result in noise or vibration issues. This is a safety project in a rural area that would upgrade an existing intersection by building a roundabout (Air, Noise and Water Quality Studies, October 7, 2013).
- Wetlands and other Waters—No wetlands or other waters were identified in the project area. (Natural Environment Study, August 2013).
- Wild and Scenic Rivers—No wild and scenic rivers occur in the project area. (Natural Environment Study, August, 2013).
- Plant Species—No special-status plant species that have the potential to occur within the project area were observed. Impacts to special-status plant species are not expected to occur. (Natural Environment Study, August 2013).
- Animal species—No special-status animal species were found in the project area. However, the project requires mitigation for one Valley Elderberry bush which is known to provide habitat for the Valley Elderberry Longhorn Beetle. (Natural Environment Study, August 2013).

2.1 Human Environment

2.1.1 Utilities/Emergency Services

Affected Environment

This section discusses information from the Right-of-Way Data Utility Sheet Memo, (February 16, 2012) that was completed for the project. Utilities located within the project area include electrical poles, a water line, telephone line, and telephone boxes.

The County of Fresno, which includes Fresno County Fire along with Cal Fire provide fire protection and emergency medical and rescue services. The Fresno County Sheriff's Department provides law enforcement by using State Route 168 to access the rural areas of its jurisdiction in eastern Fresno County. The California Highway Patrol is responsible for traffic enforcement on State Route 168.

Environmental Consequences

Four electrical poles and the 3 telephone boxes would be relocated during the construction of the project. The existing water line, a manhole, as well as other underground utilities could potentially be affected and would need to be identified by a procedure called potholing and relocated if necessary.

The project would have a beneficial impact on fire protection, law enforcement, and emergency services by providing a safer intersection. Although construction of the project would create temporary traffic delays, these impacts would not be substantial because the project would enforce a Transportation Management Plan.

Avoidance, Minimization, and/or Mitigation Measures

Any utility relocation outside of the boundaries of the environmental studies completed for the project would require additional environmental studies. If relocation of utilities is required, the impacts to services would be temporary. A detailed study would be conducted during the final design phase of this project and utility conflict mapping would be prepared.

A Transportation Management Plan would be developed to minimize delays and maximize safety for the motorists during construction. The Transportation Management Plan would include, but is not limited to:

- Release of information through brochures and mailers, press releases, and advertisements managed by the Public Information Office
- Use of fixed and portable changeable message signs
- Incident management through COZEEP (Construction Zone Enhancement Enforcement Program) and the Transportation Management Center
- Use of one-way traffic control

2.1.2 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the U.S. Department of Transportation regulations (49 Code of Federal Regulations Part 27) implementing Section 504 of the Rehabilitation Act (29 U.S. Code 794). The Federal Highway Administration has enacted regulations for the implementation of the 1990 Americans with Disabilities Act, including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the Americans with Disabilities Act requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

A Project Study Report was completed on April 9, 2012, which details safety analysis and traffic operations within the project area.

This segment of State Route 168 is a rural two-lane undivided east-west highway. It serves mostly local residents and recreational travelers passing through Prather. The roadway consists of two 12-foot-wide lanes, with 2- to 8-foot-wide outside shoulders in each direction. The intersection of State Route 168 and Auberry Road is a three-leg intersection controlled by stop signs on Auberry Road. The posted speed outside the project is limit is 55 miles per hour; within the project limits, the speed limit is 45 miles per hour. Currently, there are no pedestrian or bicycle facilities at the intersection.

Environmental Consequences

The current average daily traffic count for this intersection is 9,000 and 2 percent of that is truck traffic. It is estimated that in the design year of 2033, the average daily traffic count would increase to 28,000 (see Table 2.1).

Table 2.1 Existing and Forecasted Traffic Volume

Existing (2013)	Average Daily Traffic Count	9,000
	Design Hourly Volume	1,080
	Percentage of Truck Design Hourly Volume	2
Design year (2033)	Average Daily Traffic Count	28,000
	Design Hourly Volume	3,600
	Percentage of Truck Design Hourly Volume	2

Source: Department of Transportation Office of Traffic Engineering, 2013

The accident history at the project area for the most recent three-year study period (July 1, 2006 to June 30, 2009) reported that the actual total accident rates are higher than the statewide average for similarly designed intersections. Eight accidents were reported at this intersection; five of those accidents were broadside collisions (see Table 1.1 for accident rates). The Build Alternative would improve safety and traffic movement in the project area by building a roundabout that would make all motorists in all directions gradually decrease their speed from 55 miles per hour to the roundabout speed of 20 miles per hour. The roundabout design would direct all traffic toward one right-hand turn movement, thereby limiting the amount of broadside collisions. Pedestrians and bicyclists would also benefit from constructed sidewalks, crosswalks, and islands within the roadway that serve as pedestrian-safe refuge areas while crossing the highway.

In regard to access, the existing driveways for the Shell Gas Station would be maintained. The northern entrance into Kwik Serv/Tiny Mart from Auberry Road would be maintained but the entrance from State Route 168 (Morgan Canyon Road) would be relocated to the west, farther away from the intersection. The entrance into the Canyon Feed shopping center at the northeast corner of the intersection would be relocated to the eastern corner of the property parcel. A new access (one of the proposed roundabout legs) would be provided for the residence on the north hill and could be used as a secondary access to Canyon Feed shopping center. The previously proposed 5th leg of the roundabout that would have provided access to residences on the south hill in future developments was eliminated (see Figure 1-3 for roundabout configuration and proposed driveways).

Avoidance, Minimization, and/or Mitigation Measures

Staged construction would be required to minimize traffic impacts during construction.

A Transportation Management Plan would be developed to minimize delays and maximize safety for the motorists during construction. The Transportation Management Plan would include, but is not limited to:

- Release of information through brochures and mailers, press releases, and advertisements managed by the Public Information Office
- Use of fixed and portable changeable message signs
- Incident management through COZEEP (Construction Zone Enhancement Enforcement Program) and the Transportation Management Center
- Use of one-way traffic control

2.1.3 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 United States Code [USC] 4331[b][2]). To further emphasize this point, the Federal Highway Administration (FHWA) in its implementation of NEPA (23 USC 109[h]) directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

A Visual Impact Assessment was completed for this project in October 2012 and updated in October 2013.

The landscape is characterized by oak woodland and grasslands with natural rock outcroppings on rolling terrain. The land use within the project corridor is mainly

wilderness and open terrain, but also includes areas of isolated residential and commercial areas. The project corridor is defined as the area of land that is visible from, adjacent to, and outside the highway right-of-way, and is determined by topography, vegetation, and viewing distance. State Route 168 through the project area is eligible as a scenic highway.

Environmental Consequences

The visual quality of the existing corridor would be slightly altered by the proposed project. While the highway corridor contains several scenic vistas and views, this project is not expected to affect any of them. Nor would the project substantially affect the visual character of the project area. Instead, the roundabout would be more in character with a scenic highway because it would introduce less of a visually perceived paved area as the center of the roundabout would be a vegetated circle. Additionally, the windy, narrow road lends itself to slower speeds and more opportunities to observe the natural surroundings as would the roundabout.

The Build Alternative would introduce sidewalk, curb and gutter to an area where none currently exists. Also, the roadway is soft and blended with the adjacent landscape. The curb, gutter and sidewalk would stand out more against the landscape. Because no other sidewalk or curb and gutter exist in the project area, the introduction of such elements at this one location would decrease the unity of the visual environment.

Flashing beacon lights would be added to the environment, however, they are expected to blend with the existing advertisement signs that are backlit. No signal lights are being proposed required, which results in less cumulative nighttime light and glare.

The Build Alternative would remove six large native oak trees. It appears that the oak trees have previously been pruned, so the trees lack outstanding form and other “heritage oak” qualities. The loss of the trees is not expected to affect scenic resources.

Avoidance, Minimization, and/or Mitigation Measures

The following measures to avoid or minimize visual impacts would be incorporated into the project for the Build Alternative:

- To visually soften and blend the new sidewalk and curb concrete with the surrounding landscape, a coloring agent consistent with the natural landscape

would be used. Using a coloring agent on new concrete surfaces would help visually blend the concrete with the surrounding landscape and soften the line created by new concrete against the natural landscape

- The inner circle of the roundabout would be landscaped with native plants and serve as a gateway to the Prather community

2.1.4 Cultural Resources

Regulatory Setting

The term “cultural resources” as used in this document refers to all “built environment” resources such as structures, bridges, railroads, and water conveyance systems, culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. The following laws and regulations deal with cultural resources:

The National Historic Preservation Act of 1966, as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 Code of Federal Regulations 800).

On January 1, 2004, a Section 106 Programmatic Agreement between the Advisory Council, Federal Highway Administration, State Historic Preservation Officer, and Caltrans went into effect for Caltrans projects, both state and local, with Federal Highway Administration involvement. The programmatic agreement implements the Advisory Council’s regulations (36 Code of Federal Regulations 800), streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The Federal Highway Administration’s responsibilities under the programmatic agreement have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 Code of Federal Regulations 327) (July 1, 2007).

Historic properties may also be covered under Section 4(f) of the U.S. Department of Transportation Act that regulates the “use” of land from historic properties. Historical resources are considered under the California Environmental Quality Act as well as California Public Resources Code Section 5024.1, which established the

California Register of Historical Resources. Public Resources Code Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires Caltrans to inventory state-owned structures in its rights-of-way.

Affected Environment

A Historic Property Survey Report, an Archaeological Survey Report, an Extended Phase One Proposal, and an Extended Phase One Excavation Report were completed for this project on September 19, 2013. An addendum was prepared on October 28, 2013.

The Area of Potential Effects encompasses all of the proposed ground disturbance and development of the Build Alternative, which includes the existing state right-of-way, proposed right-of-way, and temporary construction easements. There are no architectural resources within the Area of Potential Effects. Four prehistoric flaked stone artifacts were identified during field surveys conducted near the project area but outside of the Area of Potential Effects. During May of 2013, an Extended Phase One subsurface archeological study was performed. The excavation found no additional Native American cultural resources. However, a buried refuse landfill that contained remnants of the Auberry Lumber Mill was discovered.

Environmental Consequences

Based on the results of the cultural studies performed, no historic properties would be affected by construction of the project and no subsurface Native American archaeological resources were discovered during the Extended Phase One excavation. Caltrans has determined a finding of no impact is appropriate because there are no historical resources within the project area limits.

Avoidance, Minimization, and/or Mitigation Measures

Because flaked artifacts were found near the project area, a Native American monitor would be present during the construction of the project.

If cultural materials were discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

If human remains were discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the County Coroner would be contacted. Pursuant

to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission who would then notify the Most Likely Descendent. The Native American Heritage Commission would facilitate discussions with the property owner, Caltrans, and the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 would be followed as applicable.

2.2 Physical Environment

2.2.1 Hazardous Waste/Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires clean up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

The project area at the intersection of State Route 168 and Auberry Road is near homes and businesses situated among rural foothills. Parcels within the project area include, a commercial lot used for craft fairs, the U.S. Forest Service and the California Department of Forestry office, a Shell Station and Minimart, a commercial lot with a strip mall located on it, and a commercial lot with a grocery store, pizza parlor, various restaurants, a post office, and a Kwik Serv/Tiny Mart gas station and minimart.

A preliminary site investigation was completed on January 14, 2014 at 29586 Auberry Road, Assigned Parcel Number (APN) 188-042-260, approximately 140 feet south of State Route 168 (Morgan Canyon Road). The purpose of the scope of work was to evaluate the area for the potential presence of dioxins and heavy metals as a result of burn ash that was discovered during an archeological screening of the parcel. A resident of the area mentioned that burn ash from the Auberry Lumber Mill was buried on the parcel.

Environmental Consequences

According to the Initial Site Assessment completed in November 2012, the following was observed:

- The lot used for craft fairs and the U.S. Forest Service and California Department of Forestry office lot does not contain underground storage tanks nor was there any visible soil staining
- The Shell Gas Station has above ground storage tanks; however, these tanks are located outside the affected area and would not be affected by the project
- The strip mall contains a 500-gallon above ground propane tank that would be protected by a retaining wall
- The Kwik Serv/Tiny Mart gas station and commercial businesses would not be affected because the gas station has an underground storage tank release case that was closed and the proposed project would not require acquisition of all or part of the commercial lot

During May of 2013, the Caltrans Cultural Resources Branch performed a soil screening study in the project area. Soil was excavated to depth of 4 feet and dark moist soil with no odor was discovered at 29586 Auberry Road. It has been proposed that furnace waste from the Auberry Mill was buried at this location. An addendum to the initial site assessment was prepared in June 2013. Based on past lead studies, lead is present in the soil, however, at levels below threshold limits. A second addendum was prepared on October 3, 2013 to address changes to the project description.

The preliminary site investigation completed on January 14, 2014 at 29586 Auberry Road, Assigned Parcel Number (APN) 188-042-260 only observed buried ash in an area advanced inside the boundaries of the property parcel and not within the proposed right-of-way needed for the roundabout. In addition, dioxins/furans were not detected at concentrations above the laboratory reporting limits for the soil or ash samples analyzed.

Avoidance, Minimization, and/or Mitigation Measures

Since lead was found in the soil, although below the threshold limits, and because yellow thermoplastic traffic striping would be removed, a Lead Compliance Plan along with Standard Specific Plans for handling and disposal would be required.

Special soil handling and disposal procedures with respect to dioxins are not necessary during construction activities.

2.2.2 Air Quality

Regulatory Setting

The Federal Clean Air Act (FCAA), as amended, is the primary federal law that governs air quality while the California Clean Air Act is its companion state law. These laws, and related regulations by the United States Environmental Protection Agency (U.S. EPA) and California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM), which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5}), and sulfur dioxide (SO₂). In addition, national and state standards exist for lead (Pb) and state standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The NAAQS and state standards are set at levels that protect public health with a margin of safety, and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act (NEPA). In addition to this environmental analysis, a parallel “Conformity” requirement under the FCAA also applies.

Conformity

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS.

“Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional—or, planning and programming—level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or

were violated. U.S. EPA regulations at 40 Code of Federal Regulations (CFR) 93 govern the conformity process. Conformity requirements do not apply in unclassifiable/attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (although not in California) sulfur dioxide (SO₂). California has attainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the FCAA to be covered in transportation conformity analysis. Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years for the RTP) and 4 years (for the TIP). RTP and FTIP conformity uses travel demand and emission models to determine whether or not the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Clean Air Act and the SIP are met. If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA), make determinations that the RTP and FTIP are in conformity with the SIP for achieving the goals of the FCAA. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept, scope, and “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Conformity analysis at the project-level includes verification that the project is included in the regional conformity analysis and a “hot-spot” analysis if an area is “nonattainment” or “maintenance” for carbon monoxide (CO) and/or particulate matter (PM₁₀ or PM_{2.5}). A region is “nonattainment” if one or more of the monitoring stations in the region measures a violation of the relevant standard and the U.S. EPA officially designates the area nonattainment. Areas that were previously designated as nonattainment areas but subsequently meet the standard may be officially redesignated to attainment by U.S. EPA and are then called “maintenance” areas. “Hot-spot” analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include

some specific procedural and documentation standards for projects that require a hot-spot analysis. In general, projects must not cause the “hot-spot” related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

Affected Environment

An Air Quality Report was prepared on June 3, 2013. An addendum was prepared on October 7, 2013. The project sits east of Clovis in Fresno County, which is within the San Joaquin Valley Air Basin. The San Joaquin Valley is nearly 300 miles long, bounded by the Tehachapi Mountains in the south and the San Joaquin-Sacramento River Delta in the north. The Sierra Nevada Mountain Range forms the eastern boundary, and the valley extends to the lower coastal ranges in the west. Total land area is 23,720 square miles.

The valley is characterized by hot, dry summers and cool winters. Precipitation is directly related to latitude and elevation, with the southern portion accumulating an average of less than 6 inches of rain per year. The rainy season is typically between November and April, with Fresno County’s average annual rainfall ranging from 8 inches in the south to 18 inches in the north. Snow is rare on the valley floor, though the Sierra Nevada Range generally has heavy accumulations during the winter. Warm temperatures, prevailing winds and the location of the county within an enclosed valley all play a role in the air quality of the area.

Environmental Consequences

Regional Air Quality Conformity

Although this project is exempt from regional conformity requirements (40 Code of Federal Regulations 93.127, Table 3), the local effects of this project with respect to carbon monoxide and particulate matter concentrations must be considered and hot spot analysis is required before making a project-level conformity determination. Separate listing of the project in the Regional Transportation Plan and Transportation Improvement Program, and their regional conformity analysis, is not necessary. The project would not interfere with timely implementation of the Transportation Control Measures identified in the applicable State Implementation Plan and regional conformity analysis.

Project-Level Conformity

A project in a nonattainment or maintenance area for a given pollutant requires additional air quality analysis and reduction measures for the pollutant. Table 2.2 summarizes the federal and state attainment status of the project. This “hot spot” analysis is most frequently done for carbon monoxide and particulate matter. Currently, there is no hot spot procedure for ozone, which is considered a regional pollutant. Fresno County is a federal nonattainment area for particulate matter (PM_{2.5}) and ozone and a maintenance area for PM₁₀.

Table 2.2 Air Quality Standards and Status

Pollutant	Averaging Time	State Standard	State Attainment Status	Federal Standard	Federal Attainment Status	Health and Atmospheric Effects	Typical Sources
Ozone (O ₃) ^a	1 hour 8 hours	0.09 ppm 0.070 ppm	Moderate Nonattainment	– ^b 0.08 ppm	Nonattainment	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include a number of known toxic air contaminants.	Low-altitude ozone is almost entirely formed from reactive organic gases (ROG) and nitrogen oxides (NO _x) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes. Biologically produced ROG may also contribute.
Carbon Monoxide (CO)	1 hour 8 hours	20 ppm 9.0 ppm ^c 6 ppm	Attainment	35 ppm 9 ppm –	Attainment/Maintenance	Asphyxiate. CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.
Respirable Particulate Matter (PM ₁₀) ^a	24 hours Annual	50 µg/m ³ 20 µg/m ³	Nonattainment	150 µg/m ³ –	Maintenance	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM10.	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).
Fine Particulate Matter (PM _{2.5}) ^a	24 hours Annual	– 12 µg/m ³	Nonattainment	35 µg/m ³ 15 µg/m ³	Nonattainment	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – considered a toxic air contaminant – is in the PM2.5 size range. Many aerosol and solid compounds are part of PM2.5.	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NO _x , sulfur oxides (SO _x), ammonia, and ROG.

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Pollutant	Averaging Time	State Standard	State Attainment Status	Federal Standard	Federal Attainment Status	Health and Atmospheric Effects	Typical Sources
Nitrogen Dioxide (NO ₂)	1 hour Annual	0.25 <u>ppm</u> –	Attainment	– 0.053 <u>ppm</u>	Attainment/Unclassified	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain.	Motor vehicles and other mobile sources; refineries; industrial operations.
Sulfur Dioxide (SO ₂)	1 hour 3 hours 24 hours Annual	0.25 <u>ppm</u> – 0.04 <u>ppm</u> –	Attainment	– 0.5 <u>ppm</u> 0.14 <u>ppm</u> 0.030 <u>ppm</u>	Unclassified	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing.
Lead (Pb) ^d	Monthly Quarterly	1.5 <u>µg/m³</u> –	Attainment	– 1.5 <u>µg/m³</u>	N/A	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also considered a toxic air contaminant.	Primary: lead-based industrial process like battery production and smelters. Past: lead paint, leaded gasoline. Moderate to high levels of aerially deposited lead from gasoline may still be present in soils along major roads, and can be a problem if large amounts of soil are disturbed.

Sources: California Air Resources Board Ambient Air Quality Standards chart, 05/17/2006 (<http://www.arb.ca.gov/aqs/aqs2.pdf>). Sonoma-Marina Area Rail Transit Draft Air Pollutant Standards and Effects table, November 2005, page 3-52. U.S. Environmental Protection Agency and California Air Resources Board air toxics websites, 05/17/2006

Notes: ppm = parts per million; µg/m³ = micrograms per cubic meter

^a Annual PM₁₀ NAAQS revoked October 2006; was 50 µg/m³. 24-hr. PM_{2.5} National Ambient Air Quality Standard tightened October 2006; was 65 µg/m³.

^b 12/22/2006 Federal court decision may affect applicability of Federal 1-hour ozone standard. Prior to 6/2005, the 1-hour standard was 0.12 ppm. Case is still in litigation.

^c Rounding to an integer value is not allowed for the State 8-hour CO standard. A violation occurs at or above 9.05 ppm.

^d The Air Resources Board has identified lead, vinyl chloride, and the particulate matter fraction of diesel exhaust as toxic air contaminants. Diesel exhaust particulate matter is part of PM₁₀ and, in larger proportion, PM_{2.5}. Both the Air Resources Board and U.S. Environmental Protection Agency have identified various organic compounds that are precursors to ozone and PM_{2.5} as toxic air contaminants. There is no threshold level of exposure for adverse health effect determined for toxic air contaminants, and control measures may apply at ambient concentrations below any criteria levels specified for these pollutants or the general categories of pollutants to which they belong.

Particulate Matter Analysis

Qualitative particulate matter hot spot analysis is required under the Environmental Protection Agency Transportation Conformity rule for projects of air quality concern, as described in the Environmental Protection Agency’s Final Rule of March 10, 2006. Project types listed in 40 Code of Federal Regulations 93.126 do not require any hot spot analysis for conformity purposes. All other projects in areas subject to conformity for particulate matter (PM₁₀ or PM_{2.5}) must have documented consideration with interagency consultation and public involvement of whether or not they are projects of air quality concern. If they are projects of air quality concern, a full qualitative analysis is needed.

The project is in a federal PM_{2.5} nonattainment area and a federal maintenance PM₁₀ area and requires a full qualitative PM₁₀ and PM_{2.5} hot spot analysis under 40 Code of Federal Regulations 93.123(b)(1)(i). This project is not considered a project of air quality concern per Section ii (intersection channelization or interchange reconfiguration projects involving turn lane or other operational improvements) of the Environmental Protection Agency Transportation Conformity Guidance (Final Rule) March 10, 2006. The Caltrans Traffic Department provided annual average daily traffic counts for 2013 and 2033 (see Table 2.3).

Table 2.3 Existing and Future Traffic Volumes

Existing (2013)	Average Daily Traffic Count	9,000
	Design Hourly Volume	1,080
	Percentage of Truck Design Hourly Volume	2
Design year (2033)	Average Daily Traffic Count	28,000
	Design Hourly Volume	3,600
	Percentage of Truck Design Hourly Volume	2

Source: Department of Transportation Office of Traffic Engineering, 2013

The project is in a nonattainment area for PM_{2.5}. The closest monitoring station is located in Clovis on Villa Avenue. The monitoring station registered 36 violations of the federal standard in 2009, 20 in 2010, and 19 in 2011.

The project is in a maintenance area for PM₁₀. The monitoring station in Clovis has not registered any violation of the federal standard in the last three years (2009-2011).

Particulate Matter Conclusions

A hot spot analysis was conducted and submitted on November 27, 2012 for interagency consultation. This analysis indicated that this was “not a project of air

quality concern”. The Environmental Protection Agency concurred with this assessment on December 3, 2012. The preliminary results indicate the project would not result in any violation of federal standards.

The project would not create new violations or worsen existing PM₁₀ and PM_{2.5} national standards. Caltrans completed the air study for this project and determined that this is not a project of air quality concern.

Ozone Analysis and Conclusion

The project area is in a nonattainment area for federal and state 8-hour ozone levels. Ozone is considered a regional pollutant. Because there are no approved guidelines for ozone, a project is considered as conforming to the State Implementation Plan for ozone when the project is listed in an approved Regional Transportation Plan and associated conformity analysis. The project is listed in the 2011 Regional Transportation Plan.

Carbon Monoxide Analysis

The project is in Fresno County, which is in attainment/maintenance for the federal carbon monoxide standards. According to the California Almanac of Emissions and Air Quality (2008 edition), California has reduced carbon monoxide concentrations over the past 10 years. It is expected that improved motor vehicle emissions controls and less-polluting fuels would continue this downward trend.

The University of California at Davis Transportation Project-Level Carbon Monoxide Protocol, dated December 1997, was used to evaluate the potential carbon monoxide impact of this project (see Table 2.4).

Table 2.4 Summary of Project-Level Carbon Monoxide Analysis

Protocol Question	Answer
Does the project significantly increase the percentage of vehicles operating in cold start mode?	No
Does the project improve traffic flow?	Yes
Does the project move traffic closer to receptors?	No
Is the project suspected of resulting in higher CO concentrations than those existing within the region at the time attainment demonstration?	No
Does the project involve a signalized intersection at level of service E or F?	No
Does the project involve a signalized intersection worsening its level of service to E or F?	No
Are there any other reasons to believe the project may have adverse air quality impacts?	No

Carbon Monoxide Conclusions

The project would not have an adverse effect on carbon monoxide levels. Historical air quality data shows that the existing carbon monoxide levels for the project area do not exceed either the state or federal ambient air quality standards.

Mobile Source Air Toxics Analysis

In addition to the criteria air pollutants for which there are national ambient air quality standards, the Environmental Protection Agency also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (for example, airplanes), area sources (for example, dry cleaners) and stationary sources (for example, factories and refineries).

Mobile source air toxics are a subset of the 188 air toxics defined by the Clean Air Act. The mobile source air toxics are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments of 1990, whereby Congress mandated that the Environmental Protection Agency regulate 188 air toxics, also known as hazardous air pollutants. The Environmental Protection Agency assessed this expansive list in its latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in the Integrated Risk Information System (<http://www.epa.gov/ncea/iris/index.html>).

In addition, the Environmental Protection Agency identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from the 1999 National Air Toxics Assessment (<http://www.epa.gov/ttn/atw/nata1999/>): acrolein, benzene, 1, 3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While the Federal Highway Administration considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future Environmental Protection Agency rules.

Incomplete or Unavailable Information for Project-Specific Mobile Source Air Toxic Health Impacts. According to the Federal Highway Administration, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in mobile source air toxics emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to mobile source air toxics exposure associated with a proposed action. Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. So, the results of such assessments would not be useful to decision-makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Exposure Levels and Health Effects. Once emission levels and concentrations of mobile source air toxics are predicted, exposure assessment and risk analysis are needed to determine project-specific health impacts. The Federal Highway

Administration remains concerned that shortcomings in current techniques for this process preclude meaningful conclusions about project-specific health impacts. It is difficult to reliably forecast long-term concentrations of mobile source air toxics near roadways, in part because of significant variations in source strength (emissions) over time, and to determine the portion of time that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for lifetime, 70-year risk assessments, particularly because unsupported assumptions must be made regarding travel patterns and vehicle technology over that time frame. The assumption often made that there will be no improvements in vehicle technology and fleet emission rates from existing conditions is particularly difficult to support, given continuing vehicle emission control, fuel composition, and fleet emission improvement programs. There are also considerable uncertainties associated with the existing estimates of toxicity of the various mobile source air toxics, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, the calculated difference in health impacts between alternatives is likely to be smaller than the uncertainties associated with calculating the impacts.

The Environmental Protection Agency continues to assess the risks of various kinds of exposures to mobile source air toxics. The Environmental Protection Agency integrated risk information system is a database of human health effects that may result from exposure to various substances found in the environment. The following toxicity information for the six prioritized mobile source air toxics (from the 2001 Environmental Protection Agency regulation) was taken from the integrated risk information system database weight of evidence characterization summaries. This information represents the Environmental Protection Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **Acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-Butadiene** is characterized as carcinogenic to humans by inhalation.

- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust is the combination of diesel particulate matter and diesel exhaust organic gases. Diesel exhaust also represents chronic respiratory effects, possibly the primary non-cancer hazard from mobile source air toxics. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis.
- Because analytical methodologies vary greatly between individual health studies, it is not practical to draw definitive conclusions based solely on individual studies. The Health Effects Institute has undertaken a major series of studies to research near-roadway mobile source air toxics hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. For each of the mobile source air toxics reviewed, the analysis answers three questions:
 1. To what extent are motor vehicles a significant source of exposure to this substance?
 2. Does this substance affect human health?
 3. Does it affect human health at environmental concentrations?

The Health Effects Institute concluded that exposure to many mobile source air toxics came from sources other than vehicles and that mobile sources are the primary sources of exposure for only a few of the 21 mobile source air toxics listed by the Environmental Protection Agency. For many of the mobile source air toxics reviewed, Health Effects Institute concluded that there is insufficient data for an assessment of ambient exposures on human health.

Given the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health at the project level may not be reliable. While available tools do reasonably predict relative emissions changes between alternatives for larger projects, the amount of mobile source air toxics emissions from each of the project alternatives and mobile source air toxics concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a

determination of whether any of the alternatives would have “significant adverse impacts” on the human environment.

Caltrans, under National Environmental Policy Act process assignment from the Federal Highway Administration, has provided a quantitative analysis of mobile source air toxics emissions relative to the build and no-build alternative and has acknowledged that the project alternatives may result in increased exposure to mobile source air toxics emissions in certain locations. However, the pollutant concentrations and duration of exposures are uncertain, and because of this uncertainty the health effects from these emissions cannot be reliably estimated.

As discussed above, technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of mobile source air toxics emissions and effects of this project. However, even though reliable methods do not exist to accurately estimate the health impacts of mobile source air toxics at the project level, it is possible to qualitatively assess the levels of future mobile source air toxics emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from mobile source air toxics, it can give a basis for identifying and comparing the potential differences among mobile source air toxics emissions—if any—from the various alternatives. The qualitative assessment presented below is derived in part from a study done by the Federal Highway Administration entitled *A Methodology for Evaluating Mobile Source Air Toxic Emissions among Transportation Project Alternatives* (see Table 2.5).

Table 2.5 Summary of Project Mobile Source Air Toxics

Pollutant	2013 Existing*	2033 Build*	2033 No Build*
Diesel PM	<0.001	<0.001	<0.001
Formaldehyde	<0.001	<0.001	<0.001
Butadiene	<0.001	<0.001	<0.001
Benzene	<0.001	<0.001	<0.001
Acrolein	<0.001	<0.001	<0.001
Acetaldehyde	<0.001	<0.001	<0.001

Source: Department of Transportation Environmental Engineering 2013

*Tons per year

Mobile Source Air Toxics Conclusions

The project has low potential mobile source air toxics effects. The Environmental Protection Agency projections indicate a continuing downward trend of the six primary mobile source air toxics. The study of mobile source air toxics, dose-response effects, and modeling tools are currently in a state where accurate information is incomplete or unavailable. This is relevant to making an accurate prediction of any reasonably foreseeable adverse effects on the human environment. There is currently no specific significance level for receptor exposure. Without a significance level for exposure, one cannot accurately and scientifically predict the effects on the human environment. Studies are currently being conducted to clarify some of these unknowns; however, the information is not available now.

Avoidance, Minimization, and/or Mitigation Measures

The project would be subject to the San Joaquin Valley Air Pollution Control District Rule 9510 (Indirect Source Review Rule). This rule applies to construction equipment emissions for transportation projects that exceed 2 tons of either PM₁₀ and/or nitrogen oxide air pollutants. Mitigation options include using a construction fleet that is “cleaner than the California state average” and/or in the form of fees paid to the district. The contractor would be responsible for the Indirect Source Review Air Impact Analysis and any applicable fees.

Short-Term Construction Impacts

Construction activity may generate a temporary increase in mobile source air toxics emissions. The use of diesel retrofit technologies outlined in the Congestion Mitigation and Air Quality Improvement Program provisions (technologies that are designed to lessen a number of mobile source air toxics) would help lower short-term mobile source air toxics. Compliance with the San Joaquin Valley Unified Air Pollution Control District rules and regulations during construction would reduce construction-related air quality impacts.

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time. Operational agreements that reduce or redirect work or shift times to avoid community exposures would have positive benefits when sites are near vulnerable populations. The use of technological adjustments to equipment, such as off-road dump trucks and bulldozers, would also be appropriate strategies. These technological fixes could include particulate matter traps, oxidation

catalysts, and other devices that provide an after-treatment of exhaust emissions. The use of clean fuels, such as ultra-low sulfur diesel, also would be a very cost-beneficial strategy. The Environmental Protection Agency has listed a number of approved diesel retrofit technologies; many of these can be used as emissions mitigation measures for equipment used in construction.

During construction, the project would generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors could cause occasional annoyance and complaints. The project would be subject to a Dust Control Permit from the San Joaquin Unified Air Pollution Control District. Caltrans standard specifications pertaining to dust control and dust palliative requirement is a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control,” and 14-9.03 “Dust Control” require the contractor to comply with the San Joaquin Valley Air Pollution Control District rules, ordinances, and regulations.

2.3 Biological Environment

The U.S. Fish and Wildlife Service is responsible for all federal listed plants and animal species that may occur in the project area under the Federal Endangered Species Act of 1973 (16 U.S. Code 1531-1543). In addition, the U.S. Fish and Wildlife Service enforces the Migratory Bird Treaty Act of 1918 (16 U.S. Code 703-711), which is responsible for the protection of migratory birds.

The California Department of Fish and Wildlife (CDFW) is responsible for all state listed plant and animal species that may occur within the project area under the California Endangered Species Act (Fish and Game Code Sections 2050-2116). The California Department of Fish and Wildlife also acts as a trustee agency under the California Environmental Quality Act process and is responsible for determining impacts to native plants and lake or streambeds and issuance of Streambed Alteration Agreements (Fish and Game Code Section 1600).

2.3.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section 2.3.2.

Affected Environment

Caltrans completed a Natural Environment Study for the project in August 2013.

The project area is within the Sierra Nevada foothills in blue oak-foothill pine woodland. The woodland has been urbanized with commercial buildings and parking lots on the north side of State Route 168 and private property with scattered oak trees and a non-native grass understory on the south side. The blue oak-foothill pine woodlands consist mostly of a blue oak (*Quercus douglasii*) overstory with a scattering of gray pine (*Pinus sabiniana*). Interior live oak (*Quercus wislizeni*) and California buckeye (*Aesculus californica*) are also present. The understory is mostly a mix of annual grasses (mainly non-native) and forbs, with patches of shrubs including *Ceanothus* spp., manzanita (*Arctostaphylos* spp.), poison oak (*Toxicodendron diversilobum*), yerba-santa (*Eriodictyon californicum*), western redbud (*Cercis occidentalis*), and scattered elderberry (*Sambucus* spp.).

In some areas, the oak canopy is quite dense, and the forest character of the habitat is dominant; in others, the oaks are few and scattered so that the grassland character of the habitat is dominant. Scattered rocky outcrops with sparse vegetation are also present. This woodland provides nesting and foraging habitat for a variety of wildlife species.

Environmental Consequences

The proposed project would result in 0.441 acre of permanent removal of blue oak-foothill woodlands habitat. Construction of the roundabout would remove six oak trees (five blue oaks and one interior live oak) with trunks larger than 4 inches in diameter at breast height. One of the oak trees to be removed is considered a heritage

or legacy tree, being larger than 24 inches in diameter at breast height. The six oak trees proposed for removal are right next to the south side of the State Route 168/Auberry Road intersection.

In addition, the proposed project would result in 1.244 acre of temporary impacts to the habitat. Temporary impacts include varying degrees of ground disturbance, dust, vibration from heavy equipment, and noise. Areas of temporary impact would be restored to their pre-construction condition and are expected to recover post-project, thus remaining viable to provide future woodland habitat values. No oak trees larger than 4 inches in diameter at breast height are in the areas of temporary disturbance.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans proposes to compensate for the loss of the heritage oak tree. The California Department of Fish and Wildlife recommends the replacement planting be 10 trees replanted for the one removed or a 10:1 ratio. The preferred option would be to plant the trees onsite, although an exact location has yet to be determined.

Blue oak-foothill pine woodlands habitat that would be undergoing temporary project impacts would be restored to pre-project condition after completion of construction activity. Environmentally Sensitive Area (ESA) fencing, best management practices (BMPs), designated staging and parking areas, and dust control measures would minimize temporary impacts within the project area.

2.3.2 Threatened and Endangered Species

Regulatory Setting

The primary federal law protecting threatened and endangered species is the Federal Endangered Species Act (FESA): 16 United States Code (USC) Section 1531, et seq. See also 50 Code of Federal Regulations (CFR) Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (FHWA), are required to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with

an Incidental Take statement, a Letter of Concurrence and/or documentation of a No Effect finding. Section 3 of FESA defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act (CESA), California Fish and Game Code Section 2050, et seq. CESA emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats. The California Department of Fish and Wildlife (CDFW) is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits "take" of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the Fish and Game Code as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA allows for take incidental to otherwise lawful development projects; for these actions an incidental take permit is issued by the CDFW. For species listed under both the FESA and CESA requiring a Biological Opinion under Section 7 of the FESA, the CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Affected Environment

Caltrans completed a Natural Environment Study for the project in August 2013.

The valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federally threatened invertebrate found on elderberry shrubs (*Sambucus* spp.). As adults, the beetles emerge from the shoots of the elderberry shrubs in the spring and leave exit holes resembling distinctive small oval openings. Often these holes are the only clue that the beetles occur in an area. The adults eat the elderberry foliage until late June when they mate. The females lay eggs in crevices of the bark. Upon hatching, the larvae then begin to tunnel into the shrub where they will spend 1-2 years eating the interior wood, which is their sole food source.

Biological field surveys found two elderberry shrubs near the project site. The larger of the two shrubs, southwest of the proposed traffic circle, just outside of the proposed new right-of-way, exhibited numerous exit holes. The second, smaller shrub is near the north shoulder of State Route 168 in the northeast portion of the project impact area. No valley elderberry longhorn beetle exit holes were found in this shrub.

Environmental Consequences

The larger elderberry shrub with exit holes and the elderberry shrub located next to the shoulder of State Route 168 would not be affected by the proposed project and avoided during construction.

Avoidance, Minimization, and/or Mitigation Measures

The larger elderberry shrub with exit holes and the elderberry shrub located next to the shoulder of State Route 168 would be established as an Environmentally Sensitive Areas (ESAs). Orange mesh fencing would be installed 20-feet away from the drip-line of the shrubs to avoid unplanned, accidental, or construction-related impacts. Vehicle staging would be restricted to existing right-of-way and the proposed construction easement. Chemicals, lubricants, and petroleum products must be closely monitored and precautions would be used. If any spills occur, cleanup would take place immediately. Habitat temporarily affected by project construction would be restored to pre-project conditions.

2.3.3 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order (EO) 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration (FHWA) guidance issued August 10, 1999 directs the use of the State’s invasive species list maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act (NEPA) analysis for a proposed project.

Affected Environment

The following invasive plant species were found within the existing right-of-way, yellow star thistle, tocalote, Italian thistle, puncturevine, and French broom. These plant species are found on the California Department of Food and Agriculture Noxious Weeds List (October 20, 2003). There were no invasive species identified from the Federal Weed List (February 1, 2012).

Environmental Consequences

The dispersal of invasive plants in the area may be caused by the inadvertent inclusion of invasive plants in seed mixes, which are applied next to the highway. Any landscaping and erosion control to be included in the proposed project would not introduce plants listed as noxious weeds.

Avoidance, Minimization, and/or Mitigation Measures

In compliance with the Executive Order on Invasive Species, EO 13112, and guidance from the Federal Highway Administration (FHWA), only clean fill would be imported to the project site. Any excess soil that cannot remain onsite would be disposed of in a manner that would not spread invasive plants and their seeds. If this is an extensive amount of fill, it can be modified to only include the top 6 inches of soil. Care would be taken to avoid including any species that occur on the California Invasive Plant Council's *Invasive Plant Inventory* in the Caltrans erosion control seed mix or landscaping plans for the project.

2.4 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climate-related changes to greenhouse gas emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change by the United Nations and World Meteorological Organization in 1988, has led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are primarily concerned with the emissions of greenhouse gases generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles make up the largest source (second to electricity generation) of greenhouse gas-emitting sources. The dominant greenhouse gas emitted is CO₂, mostly from fossil fuel combustion.

There are typically two terms used when discussing the impacts of climate change. “Greenhouse Gas Mitigation” is a term for reducing greenhouse gas emissions in order to reduce or "mitigate" the impacts of climate change. “Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)¹.

There are four primary strategies for reducing greenhouse gas emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing growth of vehicle miles traveled, 3) transitioning to lower greenhouse gas-emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued collectively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and proactive approach to dealing with greenhouse gas emissions and climate change.

Assembly Bill 1493 (AB 1493), Pavley. Vehicular Emissions: Greenhouse Gases, 2002: requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year. In June 2009, the U.S. Environmental Protection Agency (U.S. Environmental Protection Agency) Administrator granted a Clean Air Act waiver of preemption to California. This waiver allowed California to implement its own greenhouse gas emission standards for motor vehicles beginning with model year 2009. California agencies will be working with federal agencies to conduct joint rulemaking to reduce greenhouse gas emissions for passenger cars model years 2017-2025.

Executive Order (EO) S-3-05: (signed on June 1, 2005, by former Governor Arnold Schwarzenegger) the goal of this order is to reduce California’s greenhouse gas emissions to: 1) year 2000 levels by 2010, 2) year 1990 levels by the 2020, and 3) 80

¹ http://climatechange.transportation.org/ghg_mitigation/

percent below the year 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.

Assembly Bill 32, the Global Warming Solutions Act of 2006, Núñez and Pavley:

Assembly Bill 32 sets the same overall greenhouse gas emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that California Air Resources Board create a scoping plan, (which includes market mechanisms) and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.”

Executive Order S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger) further directs state agencies to begin implementing AB 32, including the recommendations made by the California’s Climate Action Team.

Executive Order S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger) set forth the low carbon fuel standard for California. Under this order, the carbon intensity of California’s transportation fuels is to be reduced by at least ten percent by the year 2020.

Senate Bill 97 (SB 97) Chapter 185, 2007: required the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing greenhouse gas emissions. The amendments became effective on March 18, 2010.

Caltrans Director’s Policy 30 (DP-30) Climate Change (approved June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. This policy contributes to the Caltrans’ stewardship goal to preserve and enhance California’s resources and assets.

Federal

Although climate change and greenhouse gas reduction is a concern at the federal level; currently there are no regulations or legislation that have been enacted specifically addressing greenhouse gas emissions reductions and climate change at the project level. Neither the U.S. Environmental Protection Agency nor the Federal Highway Administration has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis.

As stated on Federal Highway Administration's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

The four strategies set forth by Federal Highway Administration to lessen climate change impacts do correlate with efforts that the state has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and a reduction in the growth of vehicle hours travelled.

Climate change and its associated effects are also being addressed through various efforts at the federal level to improve fuel economy and energy efficiency, such as the “National Clean Car Program” and Executive Order 13514 - *Federal Leadership in Environmental, Energy and Economic Performance*.

Executive Order 13514 is focused on reducing greenhouse gases internally in federal agency missions, programs and operations, but also direct federal agencies to participate in the Interagency Climate Change Adaptation Task Force, which is engaged in developing a national strategy for adaptation to climate change.

On April 2, 2007, in *Massachusetts v. Environmental Protection Agency*, 549 U.S. 497 (2007), the Supreme Court found that greenhouse gases are air pollutants covered by the Clean Air Act and that the U.S. Environmental Protection Agency has the authority to regulate greenhouse gas. The court held that the U.S. Environmental Protection Agency Administrator must determine whether or not emissions of greenhouse gases from new motor vehicles cause or contribute to air pollution which may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision.

On December 7, 2009, the U.S. Environmental Protection Agency Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator found that the current and projected concentrations of the six key well-mixed greenhouse gases—carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)—in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator found that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution, which threatens public health and welfare.

Although these findings did not themselves impose any requirements on industry or other entities, this action was a prerequisite to finalizing the U.S. Environmental Protection Agency's *Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles*, which was published on September 15, 2009². On May 7, 2010 the final *Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards* was published in the Federal Register.

The U.S. Environmental Protection Agency and National Highway Traffic Safety Administration (NHTSA) are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced greenhouse gas emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever greenhouse gas regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle greenhouse gas regulations. These steps were outlined by President Barack Obama in a Presidential Memorandum on May 21, 2010.³

The final combined U.S. Environmental Protection Agency and National Highway Traffic Safety Administration that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO₂) per mile, (the equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel

² <http://www.epa.gov/oms/climate/regulations.htm#1-1>

³ <http://epa.gov/otaq/climate/regulations.htm>

economy improvements. Together, these standards will cut greenhouse gas emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016).

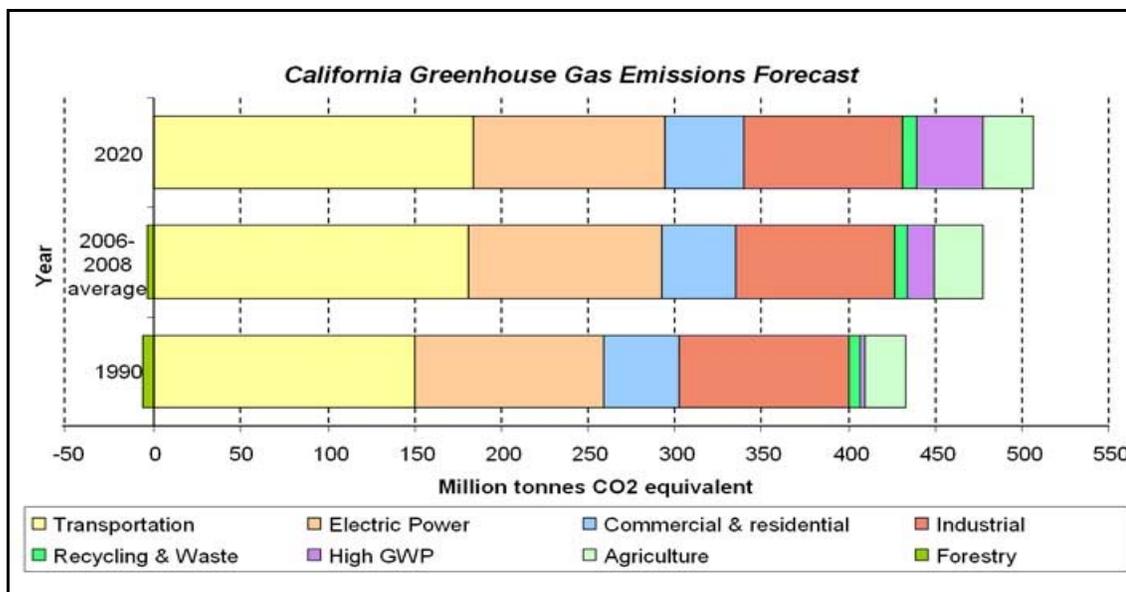
On November 16, 2011, the U.S. Environmental Protection Agency and National Highway Traffic Safety Administration issued their joint proposal to extend this national program of coordinated greenhouse gas and fuel economy standards to model years 2017 through 2025 passenger vehicles.

Project Analysis

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of greenhouse gas.⁴ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act) Guidelines sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The Assembly Bill 32 Scoping Plan mandated by Assembly Bill 32 contains the main strategies California will use to reduce greenhouse gas emissions. As part of its supporting documentation for the Draft Scoping Plan, the Air Resource Board released the greenhouse gas inventory for California (forecast last updated: October 28, 2010). See Figure 2-1. The forecast is an estimate of the emissions expected to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the greenhouse gas inventory for 2006, 2007, and 2008.

⁴ This approach is supported by the Association of Environmental Planners: *Recommendations by the Association of Environmental Professionals on How to Analyze Green House Gas Emissions and Global Climate Change in California Environmental Quality Act Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The California Environmental Quality Act Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level National Environmental Policy Act Analysis, July 13, 2009).



Source: <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Figure 2-1 California Greenhouse Gas Forecast

Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing greenhouse gas emission reduction and climate change. Recognizing that 98 percent of California’s greenhouse gas emissions are from the burning of fossil fuels and 40 percent of all human made greenhouse gas emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.⁵

One of the main strategies in the Department’s Climate Action Program to reduce greenhouse gas emissions is to make California’s transportation system more efficient. The highest levels of carbon dioxide (CO₂) from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0-25 miles per hour (see Figure 2.2). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, greenhouse gas emissions, particularly CO₂, may be reduced.

⁵ Caltrans Climate Action Program is located at the following web address: http://www.dot.ca.gov/hq/tpp/offices/ogm/key_reports_files/State_Wide_Strategy/Caltrans_Climate_Action_Program.pdf

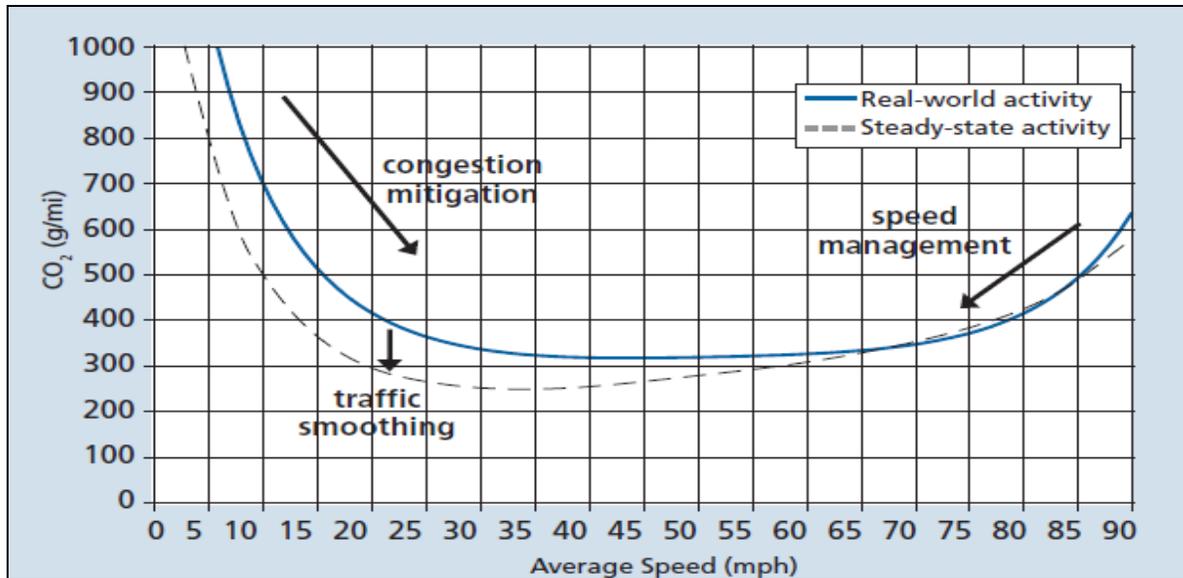


Figure 2-2 Possible Effect of Traffic Operation Strategies in Reducing On-Road CO₂ Emission⁶

Construction and implementation of the project would not increase capacity. The features of the project are designed to make the traffic flow more smoothly in the project area. Implementation of either build alternative is likely to reduce emissions when the future build conditions are compared to the future no-build conditions. For Alternative 1 (single-lane roundabout), vehicles would not idle as long because drivers are not required to stop while passing through a roundabout. This helps reduce fuel consumption and vehicle emissions. A study by the Insurance Institute for Highway Safety found that roundabouts can reduce fuel consumption by about 30 percent. Another study by the institute found that roundabouts can lead to a reduction of carbon dioxide emissions by at least 37 percent.⁷

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction greenhouse gas emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can

⁶ **Traffic Congestion and Greenhouse Gases:** Matthew Barth and Kanok Boriboonsomsin (TR News 268 May-June 2010) <<http://onlinepubs.trb.org/onlinepubs/trnews/trnews268.pdf>> ,

⁷ <http://www.iihs.org/research/qanda/roundabouts.html#cite12>

be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. With innovations such as longer pavement lives, improved Transportation Management Plans, and changes in materials, the emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events. Compliance with the San Joaquin Valley Unified Air Pollution Control District rules and regulations during construction would reduce construction-related emissions.

California Environmental Quality Act Conclusion

While construction would result in a slight increase in greenhouse gas emissions during construction, Caltrans expects there would be a reduction in greenhouse gas emissions with the build alternatives when compared to the no-build conditions. It is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and California Environmental Quality Act significance, it is too speculative to make a determination on the project's direct impact and its contribution on the cumulative scale to climate change. Nonetheless, Caltrans is taking further measures to help reduce energy consumption and greenhouse gas emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Assembly Bill 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as Air Resource Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in Assembly Bill 32. Many of the strategies the Department is using to help meet the targets in Assembly Bill 32 come from the California Strategic Growth Plan, which is updated each year. Former Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a \$222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. The Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in greenhouse gas emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy.

A suite of investment options has been created that all together are expected to reduce congestion. The Strategic Growth Plan relies on a complete systems approach to attain CO₂ reduction goals: system monitoring and evaluation, maintenance and

preservation, smart land use and demand management, and operational improvements as shown in Figure 2-3: Mobility Pyramid.



Figure 2-3 Mobility Pyramid

Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high-density housing along transit corridors. Caltrans works closely with local jurisdictions on planning activities but does not have local land use planning authority. Caltrans assists efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light- and heavy-duty trucks; the department is doing this by supporting ongoing research efforts at universities, supporting legislative efforts to increase fuel economy, and participating on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by U.S. Environmental Protection Agency and Air Resource Board.

Table 2.6 summarizes the departmental and statewide efforts that Caltrans is implementing to reduce greenhouse gas emissions. More information about each strategy is included in the *Climate Action Program at Caltrans* (December 2006).

Table 2.6 Climate Change/CO₂ Reduction Strategies						
Strategy	Program	Partnership		Method/Process	Estimated CO₂ Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	0.07	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, ARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.045 0.0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	0.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 0.36	4.2 3.6
Goods Movement	Office of Goods Movement	Cal EPA, ARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total					2.72	18.18

Measures would also be included in the project to reduce the greenhouse gas emissions and potential climate change impacts from the project. Sample greenhouse gas reduction measures include:

1. Caltrans and the California Highway Patrol are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. Intelligent Transportation Systems commonly consist of electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
2. According to Caltrans' Standard Specifications, the contractor must comply with all of the local Air Pollution Control District's (APCD) rules, ordinances, and regulations regarding to air quality restrictions, Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the White House Council on Environmental Quality (CEQ), the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency report on October 14, 2010 outlining recommendations to President Obama for how federal agency policies and programs can better prepare the U.S. to respond to the impacts of climate change.

The *Progress Report of the Interagency Climate Change Adaptation Task Force* recommends that the federal government implement actions to expand and strengthen the nation’s capacity to better understand, prepare for, and respond to climate change. Climate change adaptation must also involve the natural environment as well.

Efforts are underway on a statewide level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, former Governor Arnold Schwarzenegger signed EO S-13-08, which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change. This order set in motion several agencies and actions to address the concern of sea level rise.

The California Natural Resources Agency (Resources Agency) was directed to coordinate with local, regional, state and federal public and private entities to develop the California Climate Adaptation Strategy (Dec 2009)⁷, which summarizes the best-known science on climate change impacts to California, assesses California's vulnerability to the identified impacts, and then outlines solutions that can be implemented within and across state agencies to promote resiliency.

The strategy outline is in direct response to Executive Order S-13-08, which specifically asked the Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. Numerous other state agencies were involved in the creation of the Adaptation Strategy document, including the California Environmental Protection Agency; Transportation Agency (formerly Business, Transportation and Housing); Health and Human Services; and the Department of Agriculture. The document is broken down into strategies for different sectors that include public health; biodiversity and habitat; ocean and coastal resources; water management; agriculture; forestry; and transportation and energy infrastructure. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings.

The Resources Agency was also directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report⁸ to advise how California should plan for future sea level rise. The final report is to include:

⁷ <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>

⁸ Pre-publication copies of the report, *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future*, were made available from the National

- Relative sea level rise projections for California, Oregon and Washington taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates.
- The range of uncertainty in selected sea level rise projections.
- A synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems.
- A discussion of future research needs regarding sea level rise.

Prior to the release of the final Sea Level Rise Assessment Report, all state agencies that are planning to build projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. Sea level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. Interim guidance has been released by the Coastal Ocean Climate Action Team (CO-CAT) as well as the Department as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

All projects that have filed a Notice of Preparation as of the date of EO S-13-08 and/or are programmed for construction funding from 2008 through 2013 or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency (now called the Transportation Agency) to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Academies Press on June 22, 2012. For more information, please see http://www.nap.edu/catalog.php?record_id=13389.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change effects, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, Caltrans will be able review its current design standards to determine what changes, if any, may be warranted to protect the transportation system from sea level rise.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding, the increased frequency and intensity of storms and wildfires, rising temperatures, and rising sea levels. Caltrans is an active participant in the efforts being conducted in response to Executive Order S-13-08 and is mobilizing to be able to respond to the National Academy of Science Sea Level Rise Assessment Report.

2.5 Cumulative Effects

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

California Environmental Quality Act (CEQA) Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines. A definition of

cumulative impacts under the National Environmental Policy Act (NEPA) can be found in 40 Code of Federal Regulations (CFR), Section 1508.7 of the Council on Environmental Quality (CEQ) Regulations.

Within a half mile west of the project, the Prather Curve Correction project is being proposed for construction. The Prather Curve Correction would impact the valley elderberry longhorn beetle and its habitat. All necessary permits would be obtained through the appropriate regulatory agency and mitigation measures would be taken for each potential impact and to reduce the cumulative effect of habitat loss. No other resources would be considered as cumulatively affected by these proposed projects.

Another project, the Prather State Route 168 Overlay project is proposing to repave the highway through the intersection of Auberry Road and State Route 168. However, this project is not expected to cumulatively affect any resources because it is an overlay of the existing roadway.

Based on the information provided, it has been determined that the project along with the Prather Curve Correction and the State Route 168 Overlay project, with mitigation measures implemented, such as transplanted shrubs and mitigation bank plantings, is not expected to cause measurable cumulative effects to the surrounding resources.



Chapter 3 Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures, and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings.

This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

Foothill Elementary School

In February 2013, Caltrans coordinated with Foothill Elementary School in Prather on the Open Forum Scoping Meeting scheduled for February 28, 2013.

In November 2013, Caltrans coordinated with Foothill Elementary School in Prather on the Open Forum Scoping Meeting scheduled for December 5, 2013.

Scoping Meeting

On February 28, 2013, Caltrans held an Open Forum Scoping Meeting from 4:30 p.m. to 7:00 p.m. at the Foothill Elementary School in Prather. The meeting was attended by about 47 people. Caltrans announced the public information meeting by advertising a public notice in the Auberry Mountain Press on Thursday, February 20 and February 27, 2013.

The purpose of the public information/scoping meeting was to provide the public and all interested parties with information about the project, the alternatives, and to gain public input and comments on the proposed project.

California Highway Patrol

On December 17, 2013, Caltrans met with representatives from the California Highway Patrol to discuss their concerns regarding the proposed project and concerns for the roundabout proposal and its effect on traffic circulation, accident rates, and access to businesses.

Property and Business Owners

On January 14, 2014, Caltrans met with Mrs. Avinash Brar to discuss her specific concerns and potential impacts of the project upon her business, the Kwik Serv/Tiny Mart gas station/mini mart. Mrs. Brar utilized the expertise of Mr. Johannes Makmur, Senior Civil and Traffic Engineer with Yamabe & Horn Engineering, Inc., to propose a solution that would work for her and Caltrans. The proposal was to construct a new driveway on State Route 168 south (west) of the existing driveway. After further review by Caltrans, the new driveway was incorporated in the design of the project. Mrs. Brar was notified of the change and concurred with the revisions.

On January 29, 2014, Caltrans coordinated with business owners from the Canyon Feed Shopping Center on a meeting to discuss their specific concerns regarding the proposed roundabout.

On February 14, 2014, Caltrans met with business owners from the Canyon Feed Shopping Center on site in Prather. The discussion included access in and out of the facility during construction and after construction of the project. An alternate access point was presented by the property/ business owner and after further review by Caltrans, the alternate access was incorporated in the design of the project.

Native American Coordination

Native American consultation and coordination was initiated on February 22, 2012 with a letter sent to the Native American Heritage Commission requesting a search of their files to determine if any sacred sites or traditional cultural properties were known to exist within or near the project study area. The letter also requested the names of Native American individuals and group representatives who may be interested in or be able to supply information relevant to the proposed project.

Mr. Dave Singleton of the Native American Heritage Commission returned a letter to Caltrans dated March 5, 2012 stating that their files showed that no sacred sites, traditional cultural properties, or native plant gathering locations are known to exist within the Area of Potential Effects. The names of the individuals listed in the response letter were included as those who may be interested in the proposed project or able to supply information regarding Native American resources in its vicinity.

Caltrans staff sent out letters to the individuals listed below on March 13, 2012. The letter contained the description, location, and nature of the project and included a request for information regarding prehistoric, historic, ethnographic land use, as well as contemporary Native American values. This consultation was specifically initiated

to determine historic properties under Section 106 of the National Historic Preservation Act.

- Mr. Lawrence Bill, Chairperson, Sierra Nevada Native American Coalition
- Ms. Liz Hutchins Kipp, Chairperson, Big Sandy Rancheria of Mono Indians
- Mr. Robert Marquez, Chairperson, Cold Springs Rancheria of Mono Indians
- Ms. Lorrie Planas, Choinumni Tribe
- Mr. Bob Pennell, Cultural Resources Director, Table Mountain Rancheria
- Mr. John Davis, Kings River Choinumni Farm Tribe
- Ms. Florence Dick, Tribal Council, Dunlap Band of Mono Indians
- Mr. Frank Marquez

Bob Pennell, Cultural Resources Director for Table Mountain Rancheria, responded by stating that the project location was beyond the Tribes area of interest.

In April 2013, an email notification of the proposed testing was sent to the following tribes or individuals with the intent to provide notification for the proposed Extended Phase One testing, Ms. Liz Hutchins-Kipp - Chairperson, Big Sandy Rancheria of Mono Indians; Mr. Frank Marquez; Ms. Lorrie Planas - Choinumni Tribe, and Mr. Robert Marquez - Chairperson, Cold Springs Rancheria of Mono Indians. Mr. Robert Marquez – Chairperson, Cold Springs Rancheria has requested that they be informed of, and included in, monitoring during construction and any ground-disturbing activities due to the culturally sensitive nature of the project area.

Native American consultation with regards to the proposed project will occur during the circulation of the environmental document. Changes or modifications to the project limits resulting in additional studies or impacts will require additional consultation with tribal representatives and interested individuals. A copy of the Archaeological Survey Report will be included in the Historic Property Survey Report and provided to the aforementioned Tribes and tribal representatives for review in accordance with 36 CFR Part 800.11. Any comment received will be communicated to all consulting parties.

Sierra National Forest

On July 23, 2012, Caltrans left a phone message for Kim Sorini-Wilson, District Biologist for the Pine Ridge District of the Sierra National Forest, to inform her of the

proposed project and inquire about any information she may have about biological resources in and near the project site. No response was received.

On March 20, 2013, Caltrans biologists were able to meet briefly with Kim Sorini-Wilson, District Biologist for the Pine Ridge District of the Sierra National Forest, at the Forest Service office near the project site. Ms. Sorini-Wilson did not have any additional information to provide Caltrans regarding local biological and botanical resources in the project area.

U.S. Fish and Wildlife Service

On January 3, 2013, Caltrans telephoned Jen Schofield of the U.S. Fish and Wildlife Service office in Sacramento to inform her of the proposed project and the initial situation with valley elderberry longhorn beetle on the project site.

On February 20, 2014, Caltrans initiated formal consultation with the U.S. Fish and Wildlife Service pursuant to Section 7 of the Endangered Species Act of 1973 for the federally threatened valley elderberry longhorn beetle. A Biological Assessment was initially prepared for the U.S. Fish and Wildlife Service to specifically address the project's effects on the valley elderberry longhorn beetle and the beetle's habitat. However, after the project design was modified it was determined that the project would not have an adverse effect to the species. Subsequently, Caltrans requested the U.S. Fish and Wildlife modify their assessment and issue a Letter of Concurrence for the no adverse effect determination.

Chapter 4 List of Preparers

This document was prepared by the following Caltrans Central Region staff:

Brandon Badeker, Engineering Geologist. B.S., Geological Sciences, University of California, Santa Barbara; 13 years of geotechnical experience. Contribution: Wrote the Preliminary Geotechnical Design Report.

Todd Byers, Associate Environmental Planner. B.A., Anthropology, California State University, Fresno; 8 years of experience in California archaeology. Contribution: Wrote the Historic Property Survey Report, Archaeological Survey Report and Extended Phase One Report.

Tarek A. Chowdhury, Project Engineer. Master's in Civil Engineering, University of Concordia, Montreal, Canada; more than 10 years of experience in transportation engineering. Contribution: Wrote the Project Study Report.

Lucy Colwell, Environmental Planner. M.A., Education, National University; B.A., Management of Human Resources, Fresno Pacific University; 7 years of environmental planning experience. Contribution: Assisted with the preparation of the Initial Study and coordinated the environmental process for the project.

Ronald Cummings, Staff Augmentation Wildlife Biologist, URS Corporation. B.S., General Biology; 21 years of environmental impact assessment and biological resources experience. Contribution: Prepared the Natural Environment Study.

Tom Fisher, Central Region Hydraulic Engineer. B.S., Civil Engineering, San Jose State University; 23 years of hydraulics/hydrology experience. Contribution: Conducted the Location Hydraulic Study.

Susan Greenwood, Associate Environmental Planner. B.S., Environmental Health Science, California State University, Fresno; more than 20 years of environmental health, hazardous waste, and hazardous material management experience. Contribution: Prepared the Initial Site Assessment.

Marie (Terry) Goewert, Associate Environmental Planner (Air Quality Specialist). B.S., Food and Nutrition, Colorado State University; 13 years of

environmental compliance and 8 years of environmental planning experience. Contribution: Wrote the Air Quality Memo, December 12, 2012.

Kelly Hobbs, Senior Environmental Planner. B.A., History, California State University, Fresno; 14 years of experience in California history; 10 years of experience in environmental planning management. Contribution: Performed the senior review of the environmental documents for the project.

Michael Lim, Senior Transportation Engineer, Caltrans. B.S., Civil Engineering, University of California, Berkeley; Registered California Professional Engineer (Civil); more than 26 years of transportation engineering experience. Contribution: Design Manager.

Mandy Marine, Associate Environmental Planner/Native American Coordinator, Archaeologist. B.A., Anthropology, California State University, Fresno; more than 20 years of California archaeology experience. Contribution: Native American coordination for the project.

Michael Mills, Landscape Architect, CA License #4770. BLA, Utah State University; 12 years of experience with Caltrans. Contribution: Wrote the Visual Impact Assessment.

Hussein Senan, Transportation Engineer. B.S., Civil Engineering, California State University, Long Beach; Registered Professional Engineer (Civil) in California; 16 years of transportation engineering experience. Contribution: Project Manager.

Richard C. Stewart, Engineering Geologist, P.G. B.S., Geology, California State University, Fresno; more than 20 years of hazardous waste and water quality experience; 6 years of paleontology/geology experience. Contribution: Wrote the Paleontological Identification Report.

Vladimir Timofei, Transportation Engineer. M.S., Civil Engineering, California State University, Fullerton; 12 years of environmental technical studies experience. Contribution: Wrote the Air, Noise and Water Memo, June 3, 2013.

Roger Valverde, Graphic Designer III. Certificate of Multimedia, Mount San Jacinto and California State University, Fresno; more than 25 years of visual design and public participation experience. Contribution: Designed graphics for the environmental document.

Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

Supporting documentation of all California Environmental Quality Act checklist determinations is provided in Chapter 2 of this document. Documentation of “No Impact” determinations is provided at the beginning of Chapter 2. Discussion of all impacts, avoidance, minimization, and/or mitigation measures is under the appropriate topic headings in Chapter 2.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

I. AESTHETICS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. BIOLOGICAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

f) Otherwise substantially degrade water quality?

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Result in inundation by seiche, tsunami, or mudflow?

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

g) Comply with federal, state, and local statutes and regulations related to solid waste?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------



Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



*Flex your power
Be energy efficient*

March 16, 2012

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Mario Solis, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353, TTY 711, fax (916) 324-1869, or via email: mario_solis@dot.ca.gov.

Handwritten signature of Malcolm Dougherty in black ink.

MALCOLM DOUGHERTY
Acting Director

"Caltrans improves mobility across California"



Appendix C Minimization and/or Mitigation Summary

Environmental commitments for the proposed project are described in the Avoidance, Minimization, and/or Mitigation sections in their respective environmental categories in this Initial Study. This section summarizes these environmental commitments.

Utilities/Emergency Services

Any utility relocation outside of the boundaries of the environmental studies completed for the project would require separate environmental studies. If relocation of utilities is required, the impacts to services would be temporary. A detailed study would be conducted during the final design phase of this project and utility conflict mapping would be prepared.

A Transportation Management Plan would be developed to minimize delays and maximize safety for the motorists during construction. The Transportation Management Plan would include, but is not limited to:

- Release of information through brochures and mailers, press releases, and advertisements managed by the Public Information Office
- Use of fixed and portable changeable message signs
- Incident management through COZEEP (Construction Zone Enhancement Enforcement Program) and the Transportation Management Center
- Use of one-way traffic control

Traffic and Transportation/Pedestrian and Bicycle Facilities

Staged construction would be required to minimize traffic impacts during construction.

A Transportation Management Plan would be developed to minimize delays and maximize safety for the motorists during construction. The Transportation Management Plan would include, but is not limited to:

- Release of information through brochures and mailers, press releases, and advertisements managed by the Public Information Office
- Use of fixed and portable changeable message signs

- Incident management through COZEEP (Construction Zone Enhancement Enforcement Program) and the Transportation Management Center
- Use of one-way traffic control

Visual Resources

All new concrete surfaces, including curb, gutter, and colored. To help visually soften and blend the new concrete with the surrounding landscape, a coloring agent consistent with the natural landscape would be used. Using a coloring agent on new concrete surfaces would help visually blend the concrete with the surrounding landscape and soften the line created by new concrete against the natural landscape.

The center island of the roundabout would be landscaped with native plants that serve as the gateway to the Prather area.

Cultural Resources

An archaeological and Native American monitor would be present during construction as appropriate.

If cultural materials were discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist could assess the nature and significance of the find.

If human remains were discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities would stop in any area or nearby area suspected to overlie remains, and the County Coroner would be contacted. Pursuant to California Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission who would then notify the Most Likely Descendent. The Native American Heritage Commission would facilitate discussions with the property owner, Caltrans, and the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of Public Resources Code 5097.98 would be followed as applicable.

Hazardous Materials

Since lead was found in the soil, although below the threshold limits, and because yellow thermoplastic traffic striping would be removed, a Lead Compliance Plan along with Standard Specific Plans for handling and disposal would be required.

Special soil handling and disposal procedures with respect to dioxins are not necessary during construction activities.

Air Quality

Construction activity may generate a temporary increase in mobile source air toxics emissions. The use of diesel retrofit technologies outlined in the Congestion Mitigation and Air Quality Improvement Program provisions (technologies that are designed to lessen a number of mobile source air toxics) would help lower short-term mobile source air toxics. Compliance with the San Joaquin Valley Unified Air Pollution Control District rules and regulations during construction would reduce construction-related air quality impacts.

Construction mitigation includes strategies that reduce engine activity or reduce emissions per unit of operating time. Operational agreements that reduce or redirect work or shift times to avoid community exposures would have positive benefits when sites are near vulnerable populations. The use of technological adjustments to equipment, such as off-road dump trucks and bulldozers, would also be appropriate strategies. These technological fixes could include particulate matter traps, oxidation catalysts, and other devices that provide an after-treatment of exhaust emissions. The use of clean fuels, such as ultra-low sulfur diesel, also would be a very cost-beneficial strategy. The Environmental Protection Agency has listed a number of approved diesel retrofit technologies; many of these can be used as emissions mitigation measures for equipment used in construction.

During construction, the project would generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, the largest percentage of pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses. Dust and odors could cause occasional annoyance and complaints. The project would be subject to a Dust Control Permit from the San Joaquin Unified Air Pollution Control District. Caltrans standard specifications pertaining to dust control and dust palliative requirement is a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control,” and 14-9.03 “Dust Control” require the contractor to comply with the San Joaquin Valley Air Pollution Control District rules, ordinances, and regulations.

Natural Communities

Caltrans proposes to compensate for the loss of the blue oak heritage tree. The California Department of Fish and Wildlife recommends the replacement planting be 10 trees replanted for the one removed or a 10:1 ratio. The preferred option would be to plant the trees onsite, although an exact location has yet to be determined.

Blue oak-foothill pine woodlands habitat that would be undergoing temporary project impacts would be restored to pre-project condition after completion of construction activity. Environmentally Sensitive Area fencing, best management practices, designated staging and parking areas, and dust control measures would minimize temporary impacts within the project area.

Threatened and Endangered Species

During construction, Caltrans would establish an Environmental Sensitive Area (ESA) to avoid unplanned, accidental, or construction-related impacts to the elderberry shrubs located adjacent to the project area by installing orange mesh fencing 20 feet away from the shrubs' drip-line.

Invasive Species

Only clean fill would be imported to the project site. Any excess soil that cannot remain onsite would be disposed of in a manner that would not spread invasive plants and their seeds. If this is an extensive amount of fill, it can be modified to only include the top 6 inches of soil. Care would be taken to avoid including any species that occur on the California Invasive Plant Council's *Invasive Plant Inventory* in the Caltrans erosion control seed mix or landscaping plans for the project.

Appendix D Comments and Responses

The draft Auberry Road Intersection Improvement Project Initial Study with Proposed Mitigated Negative Declaration was circulated for public review and comment from November 18, 2013 to December 18, 2014.

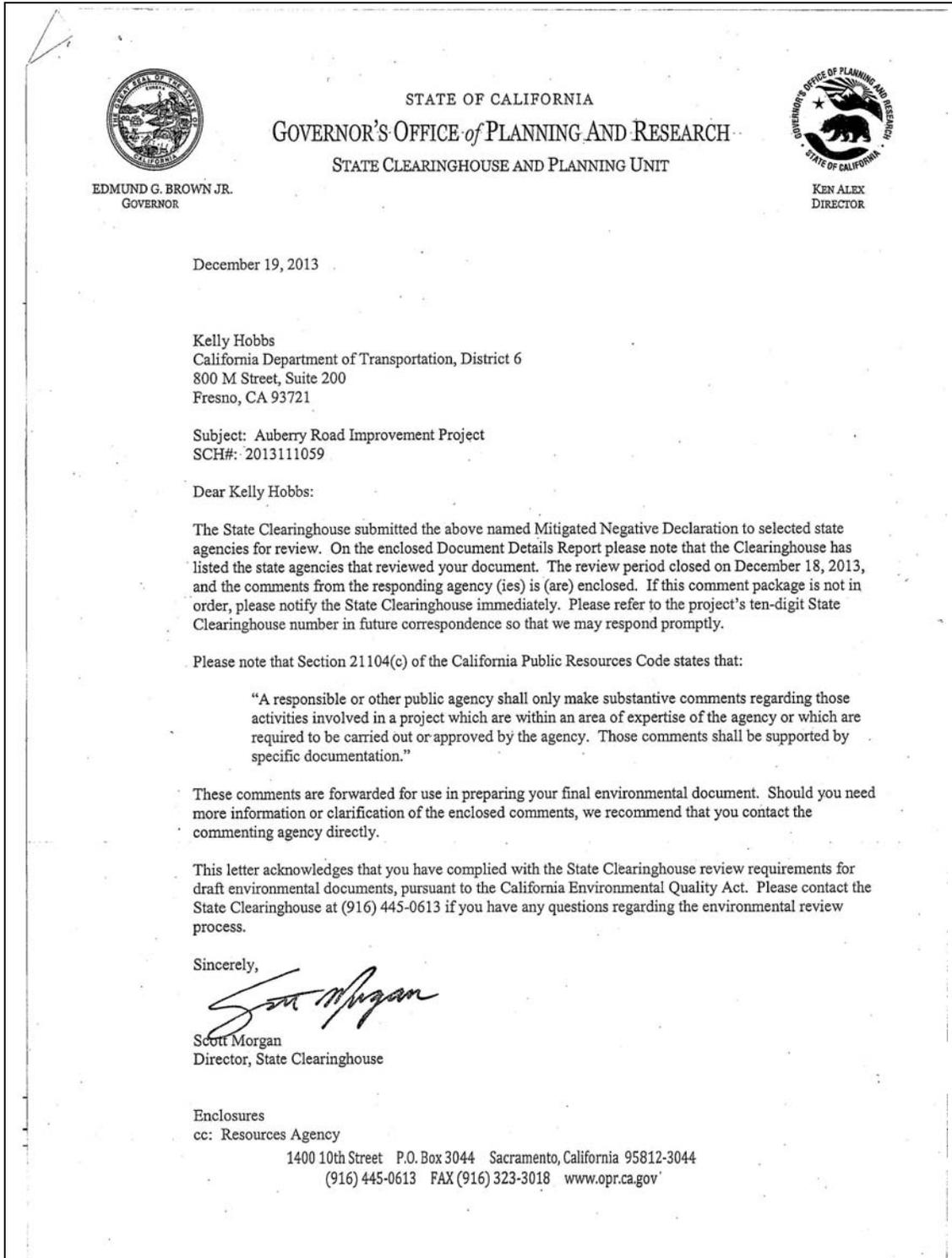
Caltrans sent letters to federal, state and local officials and to affected property owners announcing the availability of the draft environmental document for public review and comment.

Comments received on the circulated draft document are provided in this appendix. No written comments were received from any federal agencies or organizations during the public comment period. Only one comment card was submitted at the Open Forum Public Hearing on December 5, 2013 and no comments were made to the court reporter provided that evening.

The comments in this appendix are organized as follows:

- Section 1.0 State Agencies
- Section 2.0 Individuals Letters
- Section 3.0 Comment Cards
- Section 4.0 Emails
- Section 5.0 Business Petitions

Section 1.0 State Agencies
Comments from the State Clearinghouse, page 1 of 1.



Response to Comments from the State Clearinghouse

The State Clearinghouse letter acknowledges that Caltrans has completed the review requirements for draft environmental documents as required in the California Environmental Quality Act. It also requires Caltrans follows Section 21104 (c) of the California Public Resources Code.

Comments from Native American Heritage Commission, page 1 of 2

STATE OF CALIFORNIA

Edmund G. Brown, Jr. Governor

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net
e-mail: ds_nahc@pacbell.net



December 4, 2013

Mr. Kelly Hobbs, Environmental Planner

**California Department of Transportation –
District 6**

855 "M" Street, Suite 200
Fresno, CA 93721

RE: SCH#2013111059; CEQA Notice of Completion;; proposed Mitigated Negative Declaration for the **"Auberry Road Improvement Project;"** located near the Community of Auberry and near the Big Sandy Rancheria; Fresno County, California

Dear Mr. Hobbs:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document. This area in the Sierra foothills in north Fresno County is known to be very culturally sensitive.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure

Comments from Native American Heritage Commission, page 2 of 2

pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

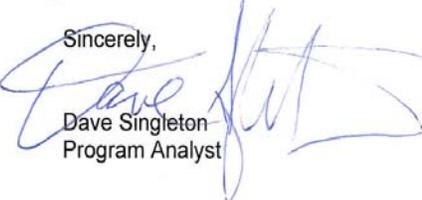
California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies" and Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Response to Native American Heritage Commission

Thank you for your comments.

Native American consultation was conducted in coordination with the Native American Heritage Commission for this project. This coordination was summarized in Chapter 3 Comments and Coordination and is documented in the Historical Properties Survey Report dated August 2013.

Section 2.0 Individual Letters

Comments from Stephen Ferguson, page 1 of 1

December 18, 2013

To: Kelly Hobbs
Senior Environmental Planner
Department of Transportation for the State of California

I am writing this letter today to show support for the roundabout project that has been proposed in Prather, Ca. (Highway 168 (Lodge Rd.) & Auberry Rd.) I can say that this intersection, and the turnoff areas close to it, cause many local problems. What I find is that speed plays a factor in most if not all of the collisions that result. Even if the "intersection" is cleared without problem, someone tries to turn into one of the local businesses and gets hammered from behind by someone driving too fast.

1

By placing a roundabout in the intersection the overall speed will be reduced. Though small collisions may occur, it is likely that they will result in less or no injury because vehicles have been forced to slow to negotiate the roundabout itself.

2

Another issue that would be resolved with the installation of the roundabout is the flow of traffic leaving the school sites. We have a local school, Foothill Elementary, near this intersection. General traffic, as well as bussing traffic, gets extremely backed up waiting to stop at the intersection as it is currently engineered. By having a roundabout, that heavy flow of "short-term" traffic could proceed through as it is safe. (This problem also exists with holiday traffic on major weekends like Memorial Day, Labor Day, 4th of July, etc.)

I know in talking locally with people in the mountains some may sound negative. They say "nobody understands how to use them." They claim "look at the one in Riverpark." I ask them how often is someone critically injured in a collision in the Riverpark roundabout. The answer is probably never because the speed has been greatly reduced. I travel through the Riverpark roundabout multiple times a week and have NEVER seen a single collision.

All this to say, we are a local community of people who don't like change as a whole. When someone talks about changing something that has been that way since the dawn of time people get all worked up. The bottom line is that people will get used to it and it will create greater efficiency and safety in the area.

Please take my thoughts into consideration as you make your decision. Thank you for what you all are doing to make my community a safer place to live and travel. Have a safe and blessed Christmas Season and a great New Year.

3

Stephen Ferguson

Stephen Ferguson
Auberry, CA

Response to comments from Stephen Ferguson

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Caltrans appreciates the support expressed for the project.
2. The single-lane roundabout would create a traffic pattern that promotes a safer intersection by slowing down traffic from all directions. Traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.
3. Your positive comments are appreciated. Thank you.

Comments from B&W Petroleum, page 1 of 2

B & W PETROLEUM

601 McHENRY AVENUE MODESTO, CA 95350 TELEPHONE: (209) 577-6000 FAX: (209) 577-6040

December 16, 2013

Kelly Hobbs, Senior Environmental Planner
California Department of Transportation
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

VIA CERTIFIED MAIL RETURN
RECEIPT REQUESTED
#70121640000125505292

RE: Auberry Road Intersection Improvement Project

Dear Ms. Hobbs:

Thank you for requesting public comment on the *Auberry Road Intersection Improvement Project (State Route 168 and Auberry Road near the community of Prather in Fresno County)*. This letter is being submitted on behalf of the owners and operators of the gasoline service station and convenience store located at 29478 Auberry Road, Prather, California ("Property")—A.B. Brar, Inc., a California corporation ("AB"), the operator of the convenience store and B & W Petroleum, a general partnership ("BW"), the owner and operator of the Kwik Serv gasoline service station, fuel, fuel dispensing equipment, signage, and related apparatuses located at, on, above and below the Property. AB and BW may be collectively referred to herein as "Operators."

As a brief background, the Property is located northwest of the proposed intersection improvement project. The Operators or their predecessors have been operating the site since 2000. Currently, the convenience store does approximately \$750,000 in annual sales which equals \$250,000 in annual profit and the gasoline service station does approximately \$5 million in annual sales and \$300,000 in annual profit. Both parties' leases expire on March 31, 2020, with an option to extend for an additional five (5) years. The primary access points for the Property are two (2) driveways on State Route 168 and one (1) off of Auberry Road.

The Operators have significant concern as to what the single lane roundabout will do to their business. Despite Section 2.1.2 stating that "The existing driveways for the Kwik Serv Gas Station/Strip Mall...would be maintained," this statement is **ABSOLUTELY FALSE**. (See Initial Study, pg. 22). The detailed map found in Figure 1-3 on page 16 evidences the fact that the southeast drive-way which is the primary access point to the Property and our business will be closed should the proposed "build alternative" move forward as planned. Closing this drive-way will eliminate the ease of access to our property and cause an estimated 30% reduction in our sales and profits—that is a total of \$175,000 per year and \$2,275,000 over the course of the remaining 13 years left in the lease. Certainly this type

1

2

Comments from B&W Petroleum, page 2 of 2

of financial impact to the Operators would be considered a taking by CalTrans triggering payment of "just compensation" and causing the costs of the "proposed build alternative" to escalate dramatically.

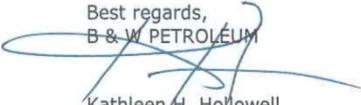
On the other hand, the Operators would support a signalized intersection so long as it would not require closure of its southeast drive-way. While the Initial Study suggested that a signalized intersection would cost approximately \$400,000 more than a roundabout, this estimate fails to include the amount of "just compensation" to be paid to the Operators by CalTrans. The signalized light alternative would therefore be more cost effective. We believe the best course of action is to install a signalized light.

3

We adamantly reject the installation of a single lane roundabout that would cut-off access to one of our primary access points and instead support the signalized light option. If necessary, we are fully prepared to engage the services of a traffic engineer and CEQA counsel to challenge the "proposed build alternative" and pursue all other legal and equitable remedies.

If you have any questions, please do not hesitate to contact me at (209) 577-6000.

Best regards,
B & W PETROLEUM



Kathleen H. Hollowell
Partner

cc: Tiny Mart
File

Response to Comments from B&W Petroleum

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Thank you for pointing out the inaccuracy in the draft environmental document. The text has been corrected in the final environmental document.
2. On January 14, 2014, Caltrans met with Mrs. Avinash Brar and Mr. Johannes Makmur, an engineer from the firm of Yamabe & Horn Engineering, Inc., to discuss her concerns related to vehicular access to her business, the Kwik Serv/Tiny Mart gas station/mini mart. Mrs. Brar's proposal was to construct a new driveway on State Route 168 west of the existing driveway. After further review by Caltrans, the new driveway was incorporated in the design of the project. See Figure 1-3).
3. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

Comments from Campagne, Campagne & Lerner, page 1 of 2

THE LAW FIRM OF
CAMPAGNE, CAMPAGNE & LERNER
A PROFESSIONAL CORPORATION

ATTORNEYS
THOMAS E. CAMPAGNE
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LAW CLERKS
CATHERINE McLAUGHLIN
CHARLES HAMAMJIAN

AIRPORT OFFICE CENTER
1685 N. HELM AVENUE
FRESNO, CALIFORNIA 93727
EMAIL: cc@campagnelaw.com
TELEPHONE (559) 255-1637
FAX (559) 252-9617

December 17, 2013

Via OnTrac Overnight Delivery

Mr. Kelly Hobbs
Senior Environmental Planner
California Department of Transportation
Sierra Pacific Environmental
Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

Re: 3441 South Willow Investments, L.P. Comments Regarding
Auberry Intersection Improvements Project on State Route
168
Our Reference No. BN-53242

Dear Mr. Hobbs:

This law firm represents 3441 South Willow Investments, L.P., which owns the shopping center immediately adjacent to the proposed Auberry Road Intersection Improvement Project on State Road 168 (herein referred to as the "Project"). My client has reviewed the proposed configuration of the Project and comments as follows:

1. The Conceptual Design proposal is not in conformity with the Environmental Consequences of the Initial Study with Proposed Mitigation Negative Declaration Report (herein referred to as the "Report"). Section 2.1.2, page 22, of the Report expressly states that "[t]he existing driveways for the Kwik Serv Gas Station/Strip Mall [] would be maintained." Contrary to that assertion, the Conceptual Design shows the closure of the existing driveways servicing the Kwik Serv Gas Station and the surrounding shopping mall.

1

2. My client must maintain the same amount of the full access driveways to the Kwik Serv Gas Station and shopping mall to minimize the expected negative impacts to the existing businesses. The low design speed of the proposed roundabout (15-20 mph as presented at the Open House) should readily accommodate an access point downstream of the splitter island and crosswalk near

2

Comments from Campagne, Campagne & Lerner, page 2 of 2

THE LAW FIRM OF CAMPAGNE, CAMPAGNE & LERNER, A PROFESSIONAL CORPORATION

Kelly Hobbs
December 17, 2013
Page 2

the roundabout. My client is aware that the reconstruction of these driveways will need to take place and is willing to work with CalTrans' staff during the design phase, but it must ensure that the number of driveways and full access movements are maintained.

Request To Be Added To The Project Mailing List. By this letter, this law firm hereby requests to be added to the Project's Mailing List.

3

Thank you for the opportunity to comment. My client hopes to work and cooperate with Caltrans to ensure that its access concerns are adequately addressed.

Very truly yours,

Campagne, Campagne & Lerner,
A Professional Corporation

By  Justin T. Campagne

JTC:jfh

cc: Brandon Broussard, PE
Yamabe & Horn Engineering, Inc.

cc: Yohanes B.J. Makmur, PE, TE, PTOE
Yamabe & Horn Engineering, Inc.

jfh:F:\DATA\docs\Pressutti, Joe\Prather\Hobbs-Ltr-121613.doc

Response to Comments from Campagne, Campagne & Lerner

Thank you for your interest in the Auberry Road Intersection Improvement Project.

All comments are greatly appreciated.

1. Thank you for pointing out the inaccuracy in the draft environmental document. The text has been corrected in the final environmental document.
2. On January 14, 2014, Caltrans met with Mrs. Avinash Brar and Mr. Johannes Makmur, an engineer from the firm of Yamabe & Horn Engineering, Inc., to discuss her concerns related to vehicular access to her business, the Kwik Serv/Tiny Mart gas station/mini mart. Mrs. Brar's proposal was to construct a new driveway on State Route 168 west of the existing driveway. After further review by Caltrans, the new driveway was incorporated in the design of the project. See Figure 1-3).

The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

3. Your law firm has been added to the project's mailing list.

Comments from Glen Champ, page 1 of 2

December 4, 2013

To:
Department of Transportation
District 6
855 M. Street, Suite 200
Fresno, Ca. 93721-2716

From:
General Engineering Contractor,
Glenn Champ (Champforgovernor.com)
P.O. Box 310
Tollhouse, Ca. 93667
559-289-0931

To Whom It May Concern:

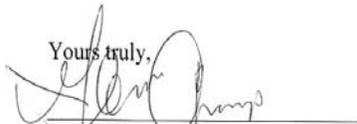
As I expressed in my previous correspondence about the Roundabout, it would not be beneficial to this area. The completion of freeway 168 segments 5,6,7,8, not an expressway, would be the most efficient way to resolve all of the traffic issues over the next 75 years and beyond. It would definitely be a much safer drive for everyone. If the freeway had come through in 1964 as originally promised, you would not be here discussing ways to spend the taxpayer's money so frivolously. Example: High Speed Rail fiasco.

1

I am attaching a copy of my letter to your office on June 1, 2013 with a proposal on how I could build a freeway for much less than what you spent over the last few decades, which I have not received any contact from your office. I am also enclosing a copy of a letter I wrote to our local newspaper, The Mountain Press.

2

I would like a response to this letter, along with a response to the letter I sent to you back in June.

Yours truly,

Glenn Champ

Comments from Glen Champ, page 2 of 2

Greetings,
Caltrans District 6
California state route 168

June 1 2013

As I researched segments 5,6,7,8 on California state route 168.

My research into the new adopted alignment segments 5,6,7,8 have indicated that the plans for this segments have been established in 1964. Also, research has discovered that the property has been purchased for this adopted alignment.

My recommendation is to start at segment 7 (168 and Lodge Rd.) down to segment 6 in a 4 lane freeway. On the new adopted alignment. Please not an expressway.

My research started with the proposed round-about in Prather CA. on route 168 segment 7. This is a band aid approach to the traffic situation in Prather. These funds would be better spent on the new adopted alignment 4 lane freeway in segment 7. As of this date I could build on the new alignment 4 lane freeway from 168 and Lodge Rd to Temperance for 15 million, plus interchanges and bridges. (see diagram)

There is a six billion acres of logging contracts coming; this is estimated over 100 logging trucks per hour. Five days a week. This will be very heavy traffic moving slowly down winding mountain roads. Lets be proactive.

It also, came to my attention that Caltrans has called segment 4, of California state route 168, a freeway, in fact it is an expressway. This expressway has two single lights that are counter productive and are very hazardous intersections. Recommended a underpass interchange at Tollhouse Rd. and Owens Mountain Parkway intersection for safety. As mentioned expressways are counter productive and unsafe to traffic movement and are up graded into freeways in ten years anyways. By building the freeway the first time this saves tax payers time and monies. An inexpensive temporary fix is a green countdown light at the 500 foot signal a head warning lights.(see attached diagram #2)

I would like to participate in the start of this project.
Please contact me if you have any questions.

General Engineering Contractor,
Glenn Champ
P.O. Box 310,
Tollhouse CA. 93667
559 289 0931

P.S. Food for thought. West 168 from 180 down to Clovis Ave and 99 freeway would relieve a lot on the 180, 41, 168, interchange area.

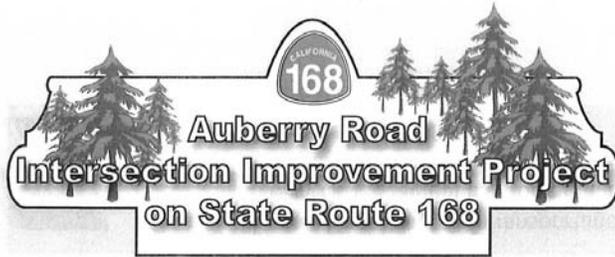
Response to Glen Champ

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout project is noted. The project is needed to improve safety while maintaining traffic operations. The intersection experiences a high number of broadside collisions when motorists pull out from Auberry Road and fail to yield to traffic on State Route 168. Also, the rolling terrain in this location shortens the distance needed for a driver to stop and avoid rear-ending the vehicles lined up at the stop sign on Auberry Road.
2. Caltrans is including the letter you provided regarding other State Route 168 projects as you requested.

Section 3.0 Comment Cards

Comment Card from Colleen Chastagner



Comment Card

NAME: Colleen Chastagner 12/17/13

ADDRESS: 29465 Auberry Rd CITY: Prather ZIP: 93651

REPRESENTING: Self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): _____

As I stated in the previous letter from the previous meeting
that we don't need a round about. Since the last meeting
I don't think we've had a surge of residents moving up
here and the school district hasn't grown since then either.
A better alternative to spending 2.3 million dollars for a
roundabout would be repairing or fixing roads that are
existing. This would be a great "safety project!"

1

2

Included is the first comment card after going to
the first meeting a few months back.

Closing response date: December 18, 2013

Responses to Comments from Colleen Chastagner

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. The project is needed because of the high accident rate when compared to other similar intersections within the state of California. The funds allocated for this project cannot be used for other purposes. Currently, the intersection experiences a high number of broadside collisions when motorists pull out from Auberry Road (a stop sign) and fail to yield to traffic on the State Route 168. The project is expected to improve safety by slowing down traffic from all directions on a high-speed roadway.

Comments from Rick and Colleen Chastagner

Rick & Colleen Chastagner
29465 Auberry Rd
Prather CA 93651

1st Comment Card
from the 1st meeting

We're really not sure that a roundabout is necessary at this location. Currently, there is one stop sign at the intersection and it is working fine. A better alternative would be to add left turn lanes approaching the intersection and lower the speed limit. The last traffic assessment was taken in 2009. Since then, a lot of residents have moved back to the city because the cost of living and commuting up and down the hill is getting costly. The school district has dramatically decreased in student population so it stands to reason the traffic has also decreased substantially. Will you be conducting another local traffic assessment?

Right now our easement goes between the Prather Plaza shopping center and the shell gas station. There is a sign posted "Not a through street" on the driveway. We do not want to have to go through any parking lot to get to or leave our home. There are five or six houses using this driveway.

1

2

3

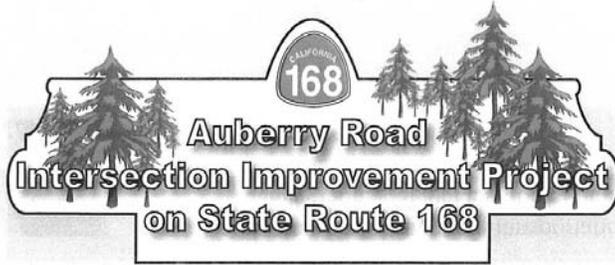
4

Response to Rick and Colleen Chastagner

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your apprehension about a roundabout is noted.
2. The project is needed because of the high accident rate when compared to other similar intersections in the state and is not necessarily population-based. Traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.
3. In regard to whether another local traffic assessment is planned, you may be referring to an Engineering and Traffic Survey (radar speed survey). These studies are normally done every 7 years, but if conditions do not change, a new survey may not be completed for 10 years. The last survey was done in 2008, and the next speed survey will be done after the roundabout is constructed.
4. The latest design for the project shows that a driveway will be provided for the dirt road leading into your property. Please refer to the aerial map with the new access design in Figure 1-3.

Comment from Rick Chastagner



Comment Card

NAME: Rick Chastagner
 ADDRESS: 29465 Auberry Rd. CITY: Prather ZIP: 93651
 REPRESENTING: Self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
 Mr. Kelly Hobbs, Senior Environmental Planner
 Sierra Pacific Environmental Analysis Branch
 855 M Street, Suite 200
 Fresno, CA 93721

I would like the following comments filed in the record (please print): After considering all the information provided, I don't believe spending 2.3 million dollars designated for "safety projects" will benefit the Prather area. You have not demonstrated that this intersection poses a safety threat. Three accidents in 3 years? That is NOT a traffic problem that warrants this drastic step. Simply slowing down traffic & adding turn lanes on Hwy 168 would make more sense. It was stated that this would constitute a speed trap. May I remind you that both Auberry & Shaver Lake have 25 MPH limits. You will never eliminate accidents. This project will only waste a lot of money & create a devastating hardship on Tiny Mart. The only ones that will benefit is CalTrans, with a feather in your cap, and ONE particular property/Business owner who I don't need to name. This is typical government showing things down our throat that we don't need or want.

1

2

3

Closing response date: December 18, 2013

Response to Rick Chastagner

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. The intersection experiences a high number of broadside collisions when motorists pull out from Auberry Road (a stop sign) and fail to yield to traffic on the State Route 168. The project is expected to improve safety by slowing down traffic from all directions on a high-speed roadway. The funds allocated for this project cannot be used for other purposes.
2. The accident history at the project area for the most recent three-year study period (July 1, 2006 to June 30, 2009) shows that the actual total accident rates are higher than the statewide average for similarly designed intersections. During the three-year study there were 8 accidents reported at this intersection, 5 were broadside collisions due to oncoming traffic from eastbound State Route 168 not needing to stop; the remaining accidents were 2 rear-end and 1 over-turn.

Traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.

The single-lane roundabout would create a traffic pattern that promotes a safer intersection by slowing down traffic from all directions. The approach to the intersection from the east would also be lowered 2 feet, which improves the driver's line of sight and eliminates some of the rolling terrain.

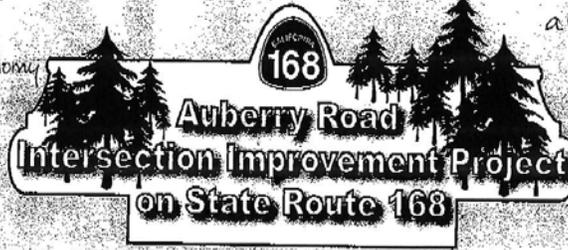
3. On January 14, 2014, Caltrans met with Mrs. Avinash Brar and Mr. Johannes Makmur, an engineer from the firm of Yamabe and Horn Engineering, Inc., to discuss their concerns related to vehicular access to Mrs. Brar's business, the Kwik Serv/Tiny Mart gas station/mini mart. Mrs. Brar's proposal was to construct a new driveway on State Route 168 west of the existing driveway. After further review by Caltrans, the new driveway was incorporated in the design of the project. (See Figure 1-3).

Comment Card from Becky Combs

Dec. 18, 2013 7:03AM TCMC CLOVIS COMM SHORT STAY local Busin No. 3665 P. 1

cutting off their driveways? This is just a bad idea, all the way around. bc

Our local economy suffers so much.



Thank you for your time

Comment Card

NAME: Becky Combs
ADDRESS: Po Box 40 city: Prather ZIP: 93651
REPRESENTING: myself + my husband

Do you wish to be added to the project mailing list? no

Please drop comments in the Comment Box or

Mail to: California Department of Transportati
Mr. Kelly Hobbs, Senior Environmenta
Sierra Pacific Environmental Analysis B
855 M Street, Suite 200
Fresno, CA 93721

Attention
Kelly Hobbs
hard copy to follow

I would like the following comments filed in the record (please print): I feel that a round-

about as a solution to the 168-Auberry Rd intersection
is not the best choice. Clovis Community Hospital
where I work as an RN, recently installed one. It is my
experience that they are confusing and difficult to maneuver.
It also seems to invite people (drivers) to try to "hurry up"
and zoom out in front of the vehicle already rounding
the curve. Put these two difficulties into a very busy
intersection full of tired, maybe unfamiliar drivers, huge
vehicles weighing tons and long heavy trailers and the
result sounds dangerous! This is not what CalTrans
intended, but it sure sounds BAD to me. An alternative
would be a four-way STOP or a traffic light.

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Closing response date: December 18, 2013

Becky Combs

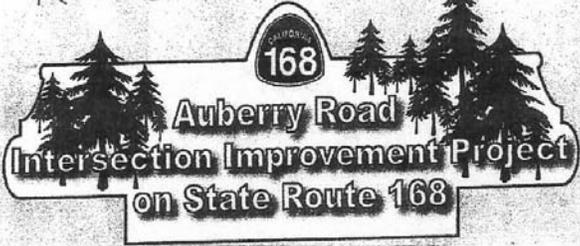
Response to Becky Combs

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your apprehension for the roundabout is noted.
2. Safety is a priority for Caltrans. The California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. Therefore, the roundabout planned would not be like the roundabouts located at your employment or in local shopping malls. Instead, the single-lane roundabout proposed on State Route 168 is expected to create a traffic pattern that promotes a safer intersection by slowing down traffic from all directions.
3. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

Comment from Mark Etcheverry

CALTRANS PROPOSAL TO BUILD A
ROUNDBOUT AT



Comment Card

NAME: MARK ETCHEVERRY

ADDRESS: 43953 AUBERRY Rd. CITY: AUBERRY ZIP: 93602

REPRESENTING: SELF

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

OR
EMAIL TO: kelly.hobbs@dot.ca.gov

URGENT
CLOSING RESPONSE
DATE:
Dec 18, 2013
Please mail it in, OR
leave it at Tiny mart.

I would like the following comments filed in the record (please print):

Traffic on 168 is probably too fast for a roundabout.

I think a traffic light would be safer.

1

2

Closing response date: December 18, 2013

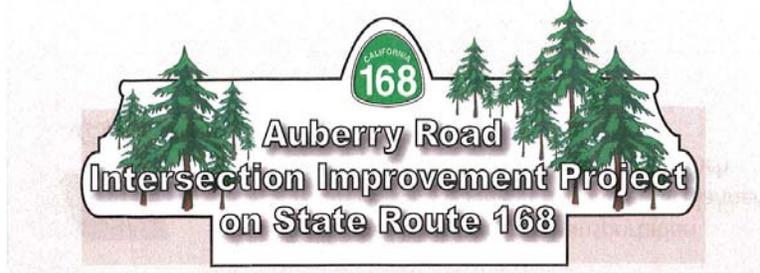
Response to Mark Etcheverry

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. The purpose of the project is to improve safety while maintaining traffic operations at the intersection. The project is proposing to construct a single-lane roundabout that would force all traffic to make right-hand turns creating a traffic pattern that promotes a safer intersection by slowing down traffic from all directions on a high-speed roadway.
2. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

In addition, traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.

Comments from Evelyn Howard



Comment Card

NAME: Evelyn Howard
ADDRESS: 34037 Medford CITY: Auberry ZIP: 93602
REPRESENTING: Self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): _____

I fully endorse the Round About 1
Concept in Prather. It is a dangerous
intersection. My main concern is for
the school buses that have to negotiate 2
the intersection every school day at 3:00p.m.
The sidewalks and pedestrian cross-
walks will enhance public safety. I will 3
definitely be using them. ☺
Thanks for all your efforts.

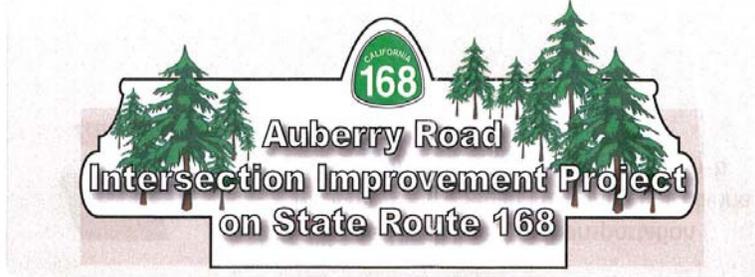
Closing response date: December 18, 2013

Response to Evelyn Howard

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your support for the project is noted. Thank you.
2. In regard to the school buses being able to maneuver the roundabout, safety is a priority for Caltrans. The California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. Therefore, the roundabout design would accommodate RVs, trailers, and school buses. Large trucks are provided a 15-foot truck apron, which is specifically included for the tires to run over.
3. The sidewalks and pedestrian crossings are anticipated to be a benefit to the businesses in Prather by providing safer access across the roadways. Caltrans appreciates the acknowledgment.

Comments from Skip Howard



Comment Card

NAME: Skip Howard
ADDRESS: 34037 Medford Rd CITY: Auberry ZIP: 93602
REPRESENTING: Self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): _____

I like the roundabout alternative!

1

I would like to see if an entrance into
Tiny Mart could be constructed off of Auberry Rd
for traffic from both directions.

2

The roundabout is needed at the intersection.

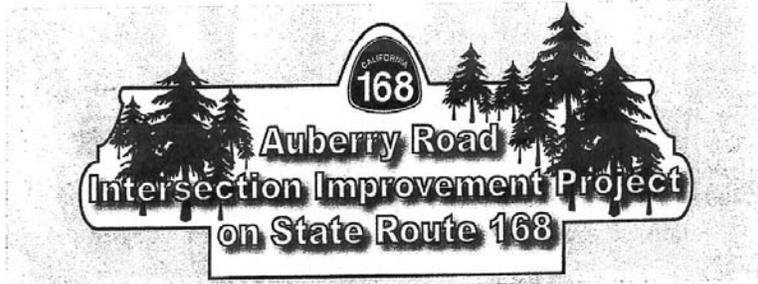
Closing response date: December 18, 2013

Response to Skip Howard

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your support for the project is noted. Thank you.
2. On January 14, 2014, Caltrans met with Mrs. Avinash Brar and Mr. Johannes Makmur, an engineer from the firm of Yamabe and Horn Engineering , Inc., to discuss their concerns related to vehicular access to Mrs. Brar's business, the Kwik Serv/Tiny Mart gas station/mini mart. Mrs. Brar's proposal was to construct a new driveway on State Route 168 west of the existing driveway. After further review by Caltrans, the new driveway was incorporated in the design of the project. (See Figure 1-3).
3. Caltrans appreciates the acknowledgment.

Comments from Janice Brown



Comment Card

NAME: Janice Brown
ADDRESS: 30696 Kenyapa CITY: Prather ZIP: 93651
REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): _____

Please, the round about just does not make sense
in our community. Highway 168 is regularly
traveled by large RV's and giant log trucks.
A round about would just cause danger and deter
people from traveling through our small community
causing not only danger but the community
will suffer great hardship. It would make it
impossible and inconvenient for tourists and locals
to access and shop in our much needed shopping
center. It does not make sense and the cost is
ridiculous and can be used better fixing our roads
Don't do it! Don't hurt us!

- 1
- 2
- 3
- 4

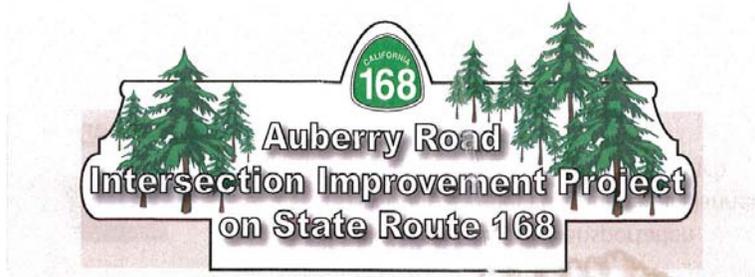
Closing response date: December 18, 2013

Response to Janice Brown

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. Safety is a priority with Caltrans. The roundabout design features are more effective at guiding vehicles safely through intersections than reliance on driver obedience to traffic control devices, such as signals and side-street stop signs. In fact, single-lane roundabouts have been shown to be particularly effective at improving safety. This roundabout is designed to comfortably accommodate large vehicles, such as RVs, trailers, and buses. It also can accommodate very large trucks, including logging trucks.
3. It is not Caltrans intent to negatively affect the businesses of Prather. Caltrans has met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.
4. The roundabout is expected to benefit businesses by slowing down tourists and travelers so that they can see the businesses available to them. The roundabout is expected to provide a safer intersection and the pedestrian crossings will provide a safer crossing for visitors trying to gain access to the local businesses.

Comment from Pam Spoon



Comment Card

NAME: Pam Spoon

ADDRESS: 33729 Frazier Rd CITY: Auberry ZIP: 93602

REPRESENTING: Cloud's Market 33729 Frazier Rd Suite 98

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): Dear Sir's

I am concerned about the turn about because
I have just recently opened a business in the
Canyon Feed Shopping Center and even though
I was shown on the map how cars were to
enter and exit the parking lot I don't
think because of the drive way people
will be able to get in and out, they will
be to focused on getting out of the turn
around to try, And I Am concerned on what
I will do during construction.

1

2

Closing response date: December 18, 2013

Response to Pam Spoon

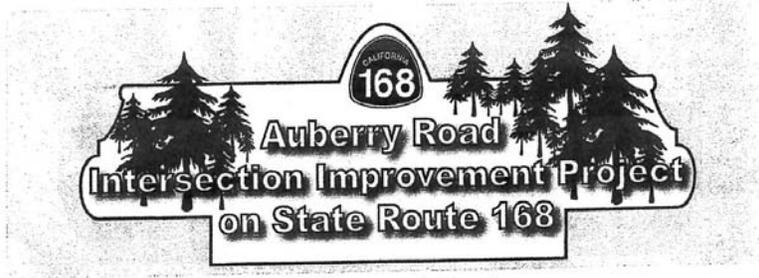
Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. The roundabout is expected to benefit local businesses because traffic from all directions would need to slow down. Slower traffic would result in a better view of the intersection surrounding and tourists and travelers would be able to see the local businesses available to them.

Your concern for access was expressed by other businesses adjacent to yours. During a meeting with the Canyon Fork businesses, another driveway option was presented and Caltrans was able to incorporate the relocation of the shopping center's driveway to the east, away from the roundabout. Shoppers from the east should be able to access your business via a left-hand turn lane (See Figure 1-3).

2. During the meeting with business owners, the construction period and lack of adequate access during this time, was thoroughly discussed and addressed. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.

Comment from Sarah Wagner



Comment Card

NAME: Sarah Wagner
ADDRESS: 15458 Mulock Ln CITY: Prather ZIP: 93651
REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

Urgent
Last date to respond is:
Dec 18th, 2013.

I would like the following comments filed in the record (please print): _____

I do not see the need for the roundabout. I 1
have heard that even the police up here also 2
don't approve. I can not imagine the logging 3
trucks having to use it. It also will harm 4
certain businesses by losing access from 168.
I think the money could be better spent
elsewhere. 5

Closing response date: December 18, 2013

Response to Sarah Wagner

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. Caltrans met with representatives from the California Highway Patrol in December 2013 to discuss their concerns regarding the roundabout proposal and its effect on traffic circulation, accident rates, and access to businesses. Caltrans answered all the questions presented and addressed all the concerns expressed.
3. This roundabout is designed to comfortably accommodate large vehicles, such as RVs, trailers, and buses. It also can accommodate very large trucks, including logging trucks. Large trucks are provided a 15-foot truck apron, which is specifically included for the tires to run over.
4. It is not Caltrans' intent to negatively affect the businesses of Prather and Caltrans has met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.
5. This particular project was included in the 2012 State Highway Operation and Protection Program, with funding coming from the Safety Improvement Program in the 2015/1016. Highway projects include many phases and funding is earmarked in advance to the actual Project Approval and Environmental Document phase, the phase this project is in now.

Section 4.0 Comments from Emails

Comment from Joanne Arnew

From: Joanne Arnew [mailto:deeflowerz@hotmail.com]

Sent: Friday, December 27, 2013 9:25 AM

To: Hobbs, Kelly J@DOT

Subject: No 168 roundabout

I am writing to request the roundabout at 168 x Auberry Road in Prather not be built due to issues with business access and a roundabout there would increase the amount of traffic accidents due to inability of drivers to use it effectively.

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Put in a regular traffic light.

Joanne Arnew

Auberry CA.

Strength does not come from physical capacity,
it comes from indomitable will.

Mahatama Gandhi

Response to Joanne Arnew

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Access issues have been resolved with a new roundabout design (See Figure 1.3). Traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.
2. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

Comments from Avinish Brar, Page 1 of 4

Date: Sun, 8 Dec 2013 22:53:04 -0800

Subject: TINY MART , Urgent , Negative Impact on Business by Roundabout proposal at 168 and auberry road .

From: 8avi12@gmail.com

To: jagergirl@hotmail.com

This is to bring to your attention that the proposal of a roundabout at 168 and Auberry road will have a very enormous negative impact on my business . My family and I , have been running this business for the last 13 years . I am very familiar with traffic patterns around this area.

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At present the driveway entrance on hwy 168 is used by 99 percent of my customers because of the ease of entry from 168 going east and from 168 going west .Both the right and left turn movements are equally important for my business .The same holds true for my entrance from Auberry road ,it is also used 99 percent by people travelling on this road , both right turn and left turn movements are equally important for the business .

Flow through traffic patterns are very good at Tiny mart .

The ideal traffic pattern is considered to be "flow through" traffic, which means traffic can enter the site, access the fueling station, and leave the site without having to engage in any significant vehicular turning maneuver. Traffic readily flows through the site. By stopping the ingress and egress at 168 to Tiny mart, it will lead to a more traffic friction within the site and a great amount of loss in gas sales because it impedes convenience. Traffic count. The sheer volume of traffic at a given location is also highly significant: All other things being equal, gas volume is a direct function of traffic count. The general rule is that the higher the traffic count, the more gas volume one can expect. I will lose up to 90 percent of customer traffic if I loose my ingress and egress at 168.

Site size. A large site size allows good vehicular maneuverability, a large turning radius, and less potential for friction and necessary jockeying among entering and exiting traffic. This is not true for Tiny Mart because of the size limitations it affects vehicular turning radius and on site maneuverability, and thus once again if the 168 is closed, it will make the situation worse..

Retail gas stations are very much a convenience business in which customers often base a buying decision primarily on simple concerns of convenience and ease of purchase. This convenience orientation is the opposite of a destination type of business in which a customer will go out of his way to drive to a specific location to buy a specific product. An example of a destination business is a seafood restaurant or a name brand department store.

Comments from Avinish Brar, Page 2 of 4

Customer "convenience." This is important in all types of business and real estate concerns, but this variable takes on great significance in service station volume estimates. Consumers have become highly adept at rapidly assessing gas station convenience and make rapid decisions accordingly. Convenience is especially important in attracting repeat customers. It is, therefore, important to have a firm grasp of the various factors that comprise convenience or lack of it. Properly assessing the convenience factor allows for meaningful adjustments to the volume comparables. Convenience is a different concept from other appraisal concepts such as ingress and egress or access. Convenience results from a combination of various factors (e.g., site size, site plan, turning radius, barrier medians, access features, traffic impacts, and parking). Because convenience results from multiple factors, properly assessing the convenience of gas stations requires a detailed point by - point analysis, the best way to think about convenience is in terms of barriers. Convenience is the outcome of a lack of barriers. The greater the effort and barriers involved in leaving the normal traffic flow, driving the vehicle to a fueling station, and reentering the normal traffic flow, the less likely the consumer is to make a positive purchase decision.

Each turning maneuver required to enter or leave a site provides a barrier to access. Turning maneuvers require greater effort for the driver in conditions of heavy traffic, and under extreme traffic conditions, a single required lane change can provide an enormous barrier. In general, every required 90 degree turning maneuver is counted, with a few exceptions. For example, accessing the site by having to enter a dedicated center turning lane should be counted as one required turn. However, if only a slight turn is required, say 45 degrees or less, then the turn may not be counted. In general, a required turn of 90 degrees is counted, and a required turn of 45 degrees or less is not counted.

Required Uturns, the concrete barrier on Auberry road will push the customers to do this but ultimately it will be the choice of customers .

Uturns are most frequently necessary when a center barrier median prevents direct access to a site. Barrier medians are universally recognized in the industry as "volume killers." Often, such barriers make site ingress or egress circuitous.

Tiny mart in particular is located on a very small parcel , gasoline businesses require an increased need for accessibility both to and across their sites, access management issues are usually more complex than for most other types of properties. One of the reasons why these properties are particularly sensitive to access management issues is that the sale of motor fuel requires retail dispensing improvements, such as underground tanks, dispensers and canopies that are situated onsite, but separate from the main building. The placement of the fuel dispensing improvements, involves more intensive use of those portions of the site outside the building footprint.

Comments from Avinish Brar, Page 3 of 4

Customers have to drive around the gas islands to find a suitable pump , with no access in or out on 168 will cause great inconvenience , and a great loss in business . According to The Site Book, written by Richard M. Fenker, "If your business is convenience oriented, drop-in access will have a significant impact on sales, ranging from 10 to 30 percent, as construction or ingress/egress problems make access a challenge. Convenience stores, gas stations, fast-food restaurants, and many other convenience concepts have made a science of defining and measuring drop-in access and constructing sites that rate high on this measure. On the other hand, if your business is destination oriented and has good visibility, poor access will not matter a great deal, possibly impacting your business only two to five percent."

RAISED MEDIANS

Traffic count in front of the retail gasoline property is a fundamental criterion in location decisions for national oil companies. Traffic count is so important to the success of retail gasoline properties that a minimum traffic count threshold may be specified before a site will be considered for construction. ExxonMobil, for example, stipulates that traffic counts must be a minimum of 20,000 vehicles per day. A site that meets this criteria in the before condition can be rendered below this standard in the after condition when a raised median is installed as part of an access management project along a corridor.

When installed after initial construction, raised medians can reduce the number of potential drop-in or convenience customers by 50 percent. This is a possible scenario for my business due to the concrete barrier on auberry road and the closure of 168 ingress and egress.

The present proposition which suggests the use of canyon fork entrances from 168 and Auberry road is not a viable option as the entrance from 168 has its own shortcomings , traffic from the post office sides , from Velasco restaurant sides and from Tiny mart sides, traffic from 3 sides approaches this exit daily , and traffic backs up daily within these areas because the customers want to avoid collisions. If the traffic entering from 168 is not given priority it would lead to accidents , rear end collisions . Turning maneuvers, proves to be a daily puzzle , its a 90 degree turn from post office towards the velascos restaurant and its a 90 degree turn from Tiny mart and to tiny mart from this entrance and is very challenging during peak hours , and it is presently a serious issue and will will become a nightmare if access from 168 to tiny mart is denied.

The entrance from Auberry road , towards the Velascos restaurant is also not a viable option because of its design , it was not meant to provide access to tiny mart gas station , it just has some parking space , driving around parked cars to access a gas station is not a good idea either.

A signalized intersection forces traffic to slow, simplifying ingress and egress, and keeps traffic progressing into the intersection at a smooth and manageable rate. Dedicated center turn lanes may help to alleviate this problem, we need to find a solution and a traffic light would be the best viable option.

Comments from Avinash Brar, Page 4 of 4

Thank you
Avinash Brar
CEO
A.B Brar Inc
DBA TINY MART 1
Prather CA 93651

References

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Response to Avinash Brar

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. It is not Caltrans' intent to have a negative effect on the businesses of Prather. Caltrans has met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.

The construction period and lack of adequate access during this time, was thoroughly discussed and addressed with business owners at a focused meeting held on site in January 2014. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.

2. Caltrans considers the modern roundabout a strategy or countermeasure to optimize intersection safety and operations. The modern roundabout is recognized nationally as an intersection type and traffic control treatment capable of providing unique and significant operational and safety benefits over a wide range of traffic volumes and conditions. In particular, national research has confirmed that the single-lane version is especially effective in reducing collision frequency and/or severity for all highway users.

The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

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Comment from Kelli Carr

From: kelli carr [mailto:jerikuddesteam@gmail.com]
Sent: Monday, December 16, 2013 2:48 PM
To: Hobbs, Kelly J@DOT
Subject: Re: Round about in Prather

I'm for the "NO BUILD" in Prather for the Round About.

On Wed, Jan 30, 2013 at 12:19 PM, kelli carr <jerikuddesteam@gmail.com> wrote: 1
I just read in the Mountain Press that there is plans to put a round about at the 168 /Auberry Rd Interchange. I would like to ask you when did it become policy to put a round about in at a major thorough fair connecting to a highway. This is a dangerous move and a light would obviously be the safest solution. I also read that this because of a higher benefit-to-cost ratio. Is the County of Fresno paying for this "round about" or is it coming out of the pocket of Don Page whom is the one that developed the parcel that fronts this causing a need for a change in the 168 Auberry Rd interchange? 2
3

I have drove through plenty of "RoundABOUTs" through the years and have never seen one that is attached to a major intersection such as a highway. I also have seen lack of the public understanding or abiding by the yield in these said "roundabouts". 4

--
Kelli Carr Sartarelli
Jeri Kuddes Team
Guarantee Real Estate
[559-273-2733](tel:559-273-2733)
fax: [559-855-7440](tel:559-855-7440)
DRE#01453206

Response to Kelli Carr

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Caltrans considers the modern roundabout a strategy or countermeasure to optimize intersection safety and operations. The modern roundabout is recognized nationally as an intersection type and traffic control treatment capable of providing unique and significant operational and safety benefits over a wide range of traffic volumes and conditions. In particular, national research has confirmed that the single-lane version is especially effective in reducing collision frequency and/or severity for all highway users.
2. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.
3. The project was included in the 2012 State Highway Operation and Protection Program, with federal and state funding from the Safety Improvement Program in the 2015/1016 fiscal year.
4. Safety is a priority for Caltrans. The California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. Therefore, the roundabout planned would not be like the roundabouts located in local shopping malls. Instead, the single-lane roundabout proposed on State Route 168 is expected to create a traffic pattern that promotes a safer intersection by slowing down traffic from all directions.

Comment from Jim Cox

From: Jim Cox [mailto:mtrnjimmi@gmail.com]
Sent: Tuesday, December 17, 2013 5:47 PM
To: Hobbs, Kelly J@DOT
Subject: Prather crash circle

Dear MS Hobbs, the "no build" is the only real option. Big rigs and school buses will need to navigate that intersection.
the best option would be to by pass Prather Altogether and buld the four lane down through lopper valley connecting to state route 168 there.
Jim coc

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Response to Jim Cox

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Caltrans considered the No-Build Alternative and rejected this alternative because it would leave the intersection as it is. As result of the No-Build Alternative, the high number of broadside collision would continue and the purpose and need of the project would not be met.
2. In regard to whether trucks and school buses will be able to manipulate the roundabout, the California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. Therefore, this roundabout is designed with a 165-foot inscribed circle diameter (center) with a 20-foot circulatory path (travel lanes) that would comfortably accommodate school buses, and California Legal trucks (65 feet maximum length) and the larger Surface Transportation Assistance Act (STAA) trucks. In addition, this roundabout will have a 15-foot truck apron to provide additional paved area for large semi-trailer vehicles to drive over.
3. The by-pass alternative may be an option to consider in the future but at this time, this intersection has been identified as needing safety improvements and funding has been provided to make those improvements.

Comments from Cameron Donnahoo

From: Cam Donnahoo [mailto:camahoo@gmail.com]

Sent: Tuesday, December 17, 2013 4:29 PM

To: Hobbs, Kelly J@DOT

Subject: HWY 168 and Auberry roundabout

Kelly,

How many HWYs in California have a roundabout in their intersections? I have not found one on Google yet, however one is going in at my local three way intersection (it is a stop for Auberry rd. to HWY 168). The costly invested into what amounts to a traffic hazard should really be invested into HWY168 flow of traffic between Morgan Canyon rd. and Tollhouse rd.

I am a resident and business owner in Auberry and would like to see this idea stay an idea. Please do not use my community as DOT laboratory experiment.

Thank you for your time.

--

Cameron D Donnahoo
President
Reliable Emission Measurements, Inc.
34055 Natoma Rd.
Auberry, CA 93602
off (559) 855-8402
fax (559) 855-8402
cel (559) 260-6197
email camahoo@gmail.com

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Response to Cameron Donnahoo

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. According to the 2012 California State Highway System Roundabout Inventory, there were 20 roundabouts already constructed on state routes throughout California. The inventory listed an additional 60 roundabouts programmed (funded) or planned for the future.
2. Caltrans has programmed two other projects on State Route 168 (Morgan Canyon Road) that are in the Project Approval and Environmental Document (PA&ED) phase. These projects were identified for curve corrections and road deficiencies.
3. Your opposition to the project is noted.

Comments from Thomas Dunkle

From: Thomas Dunkle [mailto:tdunkle@netptc.net]
Sent: Tuesday, December 17, 2013 7:15 AM
To: Hobbs, Kelly J@DOT
Subject: Auberry Road Intersection Improvement Project

I'm writing a quick note to say the round about idea for Prather is a bad one, the round about will cause a traffic nightmare for all of us as busses have to get kids to school and people such as myself have to get to work in the morning. I do not see why either a 3 way stop or a stop light could not have been proposed instead, that aside I think that the no change option is better than the round about. Thank you for you time. -Thomas Dunkle, 26582 wellbarn rd., Clovis, Ca. 93619.

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Response to Thomas Dunkle

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. Traffic studies have shown that roundabouts can improve traffic flow and significantly reduce traffic delays. The single-lane roundabout would create a traffic pattern of right-hand turns that promote a safer intersection by slowing down traffic from all directions. It also allows more vehicles to travel through an intersection at a time.
3. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

Comments from Drexyl Ekparian

From: drexyl ekparian [mailto:drexy42@gmail.com]
Sent: Sunday, December 15, 2013 03:04 PM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject: Round about 168

Kelly,

Please do not put a round about in prather. In my opinion, it would only cause confusion and accidents. If you need to reconstruct the intersection please consider a stoplight. I don't want any change to occur, but if something must change, we the public are used to stoplights. I would think a stoplight would be cheaper to construct although I have no basis for that.

Thanks,
Drexyl

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Response to Drexyl Ekparian

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. In regard to the roundabout resulting in confusion and accidents, the single-lane roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions. Additionally, traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.
3. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

Comments from Tom and Fern

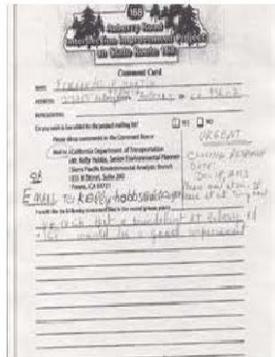
Fern and Tom

Good Morning. Thank you for sending in your comment. However I cannot access the file as it appears to be on your personal Skydrive account and our security software will not allow access. Would you be able to resend the comment card as an attachment. Otherwise you can also send it by Mail at the address below.

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Mr. Kelly J. Hobbs, Chief
Sierra Pacific Environmental Analysis Branch
Caltrans Central Region
855 M Street
Fresno, CA 93721
(559) 445-5286 Desk
(559) 445-6236 Fax

From: fern & tom [mailto:tjmh37@netpic.net]
Sent: Sunday, December 15, 2013 7:44 PM
To: ""
Subject: Emailing: 001 caltrans proposal



[Emailing: 001 caltrans proposal](#)

[VIEW SLIDE SHOW](#) [DOWNLOAD ALL](#)

This album has 1 photo and will be available on SkyDrive until 3/15/2014.

Your message is ready to be sent with the following file or link attachments:
001

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

Response to Tom and Fern

1. This party was advised to send his comments as an attachment so Caltrans would be able to open the file or else to mail it to the address given to him.

Comment from Carmen Flanigan

From: Carmen Flanigan [mailto:carmen.flanigan.ag6f@statefarm.com]
Sent: Tuesday, December 17, 2013 5:37 PM
To: Hobbs, Kelly J@DOT
Cc: John & Carmen Flanigan (pookie@netptc.net)
Subject: Auberry Road intersection Improvement Project

I'd like to comment on this proposed project.

This would be a disastrous project in that this is the only major road to get to the mountains where we live which is right above Mono Wind Casino. Not to mention the delays in traffic this would cause if this project were to proceed. The logging trucks would have a hell of a time trying to get through a one lane turnabout. I'm pretty sure there would be more accidents than we have had in the past. It's a waste of our money and I'm sure you can put this money to better use like completing the freeway that was supposed to run from Fresno to and through the bottom of the 4-lane. What happened to that project?

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Response to Carmen Flanigan

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your apprehension for the roundabout is noted. In regard to the roundabout resulting in confusion, the single-lane roundabout would create a traffic pattern that promotes a safer intersection a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions.

In regard to delays, traffic studies show that roundabouts promote a continuous circular flow of traffic, which allows more vehicles to travel through an intersection at a time, and can improve traffic flow and significantly reduce traffic delays by allowing vehicles to continuously move through all legs of the intersection without any of the legs having stop signs or red lights.

2. In regard to logging trucks, this roundabout is designed with a 165-foot inscribed circle diameter (center) with a 20-foot circulatory path (travel lanes) that would comfortably accommodate school buses, and California Legal trucks (65 feet maximum length) and the larger Surface Transportation Assistance Act (STAA) trucks. In addition, this roundabout will have a 15-foot truck apron to provide additional paved area for large semi-trailer vehicles to drive over.
3. Traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.
4. Funding is not currently available to extend the 4-lane freeway to Fresno. The four-lane project for State Route 168 has been mentioned as a potential Measure C extension project, but at this time, there is no widespread consensus that it should be built.

Comments from John and Gayle Hays

From: John and Gayle Hays [mailto:jghays@netptc.net]
Sent: Wednesday, November 20, 2013 8:23 PM
To: Hobbs, Kelly J@DOT
Subject: Prather Roundabout documents

Good Evening,

The url for the documents for this project as noticed in the Mountain Press on 11/20 does not seem to work. Is there a more accurate method of accessing these documents?

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John Hays

31288 Blue Heron

Auberry

jghays@netptc.net

Response to John and Gayle Hays

1. This party was emailed the correct website address

Comments from Patty Jones via Courtney Burke

From: Courtney Burke [mailto:courtney.burke@gmail.com]
Sent: Monday, December 16, 2013 11:19 PM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject: URGENT: No roundabout

I am NOT in favor of a roundabout:

As a 35-year mountain resident, I do not think a roundabout is the best solution for the HWY168 / Auberry Road Intersection in Prather CA 93651 - nor is it a wise financial decision. Possibly widening the existing road with proper turn lanes would be best; or just leave it alone.

1

Thank you,
Patty Jones
Local Resident & Business Owner
32970 Auberry Road, Auberry CA 93602

See attached pdf for handwritten notes.
(via Courtney Burke's email, she is my daughter)

--

Courtney Burke

Response to Patty Jones

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted. The project is needed because of the high accident rate when compared to other similar intersections within the state of California. After extensive consideration the single-lane roundabout design was deemed the feasible alternative.

Comments from Gabrielle Kant



Gabrielle Kant
<gabrielle@lakeshoreresort.com>

To <kelly_hobbs@dot.ca.gov>

cc

02/12/2013 10:25 AM

Subject Auberry and 168

Dear Ms. Hobbs:

I write you as a concerned citizen of our mountain community, Auberry CA. I have heard that Cal Trans is proposing a "roundabout" at the intersection of 168 and Auberry Road. Might I say as a resident of the area for 25 years, that this is not needed. Roundabouts are cumbersome and unpractical especially on a highway such as 168 which gets clogged with big rigs moving large logs, big rigs carrying supplies to the mountains, long travel trailers, horse trailers, cattle trailers...the list goes on and on. Why would this even be considered? Roundabouts seem to work well in malls and the like but on a major highway such as 168 seems to me to be dangerous and a waste of money. Please consider the thoughts of the people living in these mountain communities as well as the unnecessary construction, road closures, waiting in long lines because of road construction. These mountain communities can't afford loss of business for construction of a useless roundabout. Please don't spend highway funds on unnecessary "improvements" that are not improvements, merely a waste of taxpayer money! The area is depressed as it is. Please take this spending elsewhere.

Sincerely,

Gabrielle Kant
Operations Manager, BSBM

Lakeshore Resort
P.O. Box 197, Lakeshore, CA 93634
www.lakeshoreresort.com
Ph. (559) 893-3193 Ext 103

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Response to Gabrielle Kant

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. The project is needed because of the high accident rate when compared to other similar intersections within the state of California. After extensive consideration, the single-lane roundabout design was deemed the feasible alternative.
3. It is not Caltrans' intent to negatively affect the businesses of Prather. Caltrans met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.

The construction period and lack of adequate access was thoroughly discussed and addressed with business owners at a focused meeting held on site in January 2014. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.

Comments from Roy Kliewer

From: Roy Kliewer [mailto:kliewerroy@gmail.com]
Sent: Wednesday, December 18, 2013 08:46 PM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject: Round About

I choose the "NO BUILD" option for the Round About in Prather, Calif. for several reasons: 1) the only beneficiary is the owner of the Shell station 2) there have not been wrecks or other reason enough to warrant spending tax payer money on this, 3) the "mountain folk" who live here are not used to this type of big city driving and it would probably cause far more wrecks than it would prevent 4) local residents who would be effected have not been given an opportunity to vote whether they approve or not.

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Sincere thanks, Roy Kliewer 31642 Rocking Heart Lane Auberry, Calif
93602 "kliewerroy@gmail.com"

Response to Roy Kliewer

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. The roundabout is expected to benefit all local businesses by providing a safer intersection with pedestrian crossing for tourists and local shoppers. Because traffic from all directions would need to slow down, the slower traffic would result in a better view of the businesses.
2. The project is needed because of the high accident rate when compared to other similar intersections within the state of California.
3. In regard to the roundabout resulting in confusion and accidents, the single-lane roundabout would create a traffic pattern that promotes a safer intersection a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions.
4. Your opposition to the roundabout is noted. There have been two public meetings held in Prather for this project, one in February 2013 and one in December 2013. These meetings were advertised in the local paper and by private mail.

Comments from Jeri Kuddes



Jeri Kuddes
<jerikuddes@yahoo.com>

To "kelly_hobbs@dot.ca.gov" <kelly_hobbs@dot.ca.gov>

01/30/2013 07:39 PM

cc

Please respond to
Jeri Kuddes
<jerikuddes@yahoo.com>

Subject: Prather roundabout

Dear Kelly,

Having lived and worked in the foothills of Prather/Auberry/Tollhouse for the past 22 years, I can honestly tell you that a roundabout at the intersection of Hwy 168 & Auberry Rd in Prather would be the worst thing that could be built.

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Every roundabout I have ever entered, either as a driver or a passenger, seems like a "hit and miss" of cars. No one really knows who is supposed to go and it usually ends up with people hurrying or stopping. Roundabout interesections are the worst idea anyone has come up with for controlling directional traffic.

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Knowing this particular intersection and its traffic so well, I believe it will cause more accidents than it will help control traffic. If anything is to be done at this junction, I believe, and everyone I have talked with about this issue, that a lighted interesection be installed.

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Thank you for listening,

JERI KUDDDES
Broker Associate
Lic.#01170178
Short Sale Specialist
Seniors Real Estate Specialist
Guarantee Real Estate - Prather
hm office (559) 855-3314
cell (559) 259-9992
fax (559) 855-7440
<http://www.jerikuddes.com/>
"The greatest compliment I can receive is a referral."

Response to Jeri Kuddes

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.
2. Safety is a priority for Caltrans. The California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. Therefore, the roundabout planned would not be like the roundabouts located in local shopping malls. Instead, the single-lane roundabout proposed on State Route 168 is expected to create a simple traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions.
3. Traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.

Comments from John LaFlame

From: Julie Laflame [mailto:laflame82@gmail.com]
Sent: Sunday, December 15, 2013 05:09 AM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject:

Hi i live in auberry calif and i dont think putting around about is good it will cause a lot of trouble for the locals that live here plus it will hurt tiny mart thats where i get my gas please dont put the roundabout in thank you

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Response to John LaFlame

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your apprehension toward the roundabout is noted.
2. The single-lane roundabout would create a traffic pattern of right-hand turns that promote a safer intersection by slowing down traffic from all directions, which should allow tourists and travelers a better view of the local businesses available to them. In addition, through focused meetings with the Kwik Serv/Tiny Mart proprietor, the existing driveway from State Route 168 (Morgan Canyon Road) would be relocated but not eliminated.

Comments from Curtis and Carol Lane

From: Praiserbay@aol.com [mailto:Praiserbay@aol.com]

Sent: Tuesday, December 17, 2013 4:56 PM

To: Hobbs, Kelly J@DOT

Subject: Prather Round About

My husband and I both disagree with the building of a round about in Prather. We have lived here for the past 25 years and like our town just as it is. We moved up here to be in a small town. We believe this change would end up increasing growth of businesses up here and that is what we don't want !

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Mark us down for two NO's !

Curtis and Carol Lane
14022 Crown Oak Drive
Prather, CA 93651

Response to Curtis and Carol Lane

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted
2. The project is not expected to increase any unplanned growth because growth in the area is already planned and approved by Fresno County.

Comments from Meredith McCullar

-----Original Message-----

From: Meredith McCullar [<mailto:mamamere@netptc.net>]

Sent: Wednesday, December 18, 2013 9:06 AM

To: Hobbs, Kelly J@DOT

Subject: roundabout

To Kelly or who this may concern,

I'm writing in concern of the proposed roundabout to be built in Prather. I can't imagine what this will do to the increasing traffic in Prather. I've experienced roundabouts and they are just frightening. People don't know how to use them in this area. Go to Europe a different story. Put one up here people will go nuts. Not sure why this is in the makings but I feel concerned for myself and family if this plan should come into fruition. I feel there are other remedies and other parts of HWY 168 and Auberry Road that could be looked at and fixed. Why a roundabout and have other ideas been discussed??? Please reconsider this plan. Listen to the concerned people of Auberry/Tollhouse and Prather area and of course the out of town people we get up here daily. There needs to be another solution. Thank you for taking the time to read.

Kind Regards,
Meredith McCullar

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Response to Meredith McCullar

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your apprehension about the roundabout is noted. It is true that people may be hesitant to use them but national traffic studies show that the approval rate after the roundabout is installed usually increases once drivers become used to them. The roundabout is designed to accommodate the increase in traffic for the next 10 years.
2. Funds are available to improve this intersection instead of other sections of the highway because of the higher than average number of accidents when compared to similar intersections within the state.
3. A roundabout was proposed for this intersection because of the safety features. A roundabout compared to traffic lights or stop signs, which were considered and rejected, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.

Comments from Alexandra McEwen

----- Original Message -----

From: Alexandra McEwen [mailto:alexandra.page.mcewen@gmail.com]
Sent: Thursday, December 26, 2013 06:37 PM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject: We support the Prather round about

Hello,

Just wanted to let you know that there are many of us who support the Prather round about and understand the many benefits it will bring to the community, most importantly increased safety at a dangerous intersection.

Alexandra McEwen, Realtor, CDPE
CW Page and Associates, Inc.
Bachelor of Science, Finance
559-593-2702
www.facebook.com/alexandramcewenrealtor

License # 01912536

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Response to Alexandra McEwen

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your support for the project is noted.

Comments from T. George & Doreen Pickering

From: T.George & Doreen Pickering [mailto:pickfive@netptc.net]
Sent: Sunday, December 15, 2013 2:31 PM
To: Hobbs, Kelly J@DOT
Subject: Re: Roundabout

We do not need a roundabout in Prather.
Doreen Pickering

1

Response to George & Doreen Pickering

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.

Comments from Jennifer Pikul

From: Jennifer Pikul [mailto:jenniferpikul@gmail.com]
Sent: Sunday, December 15, 2013 11:16 AM
To: Hobbs, Kelly J@DOT
Subject: Roundabout hwy 168/ Auberry rd

Good morning,

My name is Jennifer Briskin. I travel frequently through the intersection of highway 168 and Auberry rd. I believe that if you input a roundabout here especially with the increased traffic projected in the next 15 years it would not only be detrimental to the local businesses but also to people's safety.

1

As far as safety goes: even though when receiving your California drivers license you are to be aware how to properly and safely travel through a roundabout, the fact of the matter is that the majority of the people do not. In return to this absence of knowledge, your low percent of accidents will soon skyrocket. According to TimesUnion.com In Malta, the roundabout at Route 9, Route 67 and Dunning Street went from an average of 7.8 crashes a year before the rotary to 45.7 a year afterward. In Bethlehem, the number of accidents at New Scotland Road and Route 140 jumped from an average of 9.6 a year to 38.3.

2

Two years ago, the state changed the signs and pavement markings at the Malta roundabout to help lessen the number of accidents. "Those measures were not effective". TimesUnion.com did state that single lane roundabouts were more effective than two lane roundabouts but neither were effective in counties or towns.

In your documentation of how this roundabout would effect the environment you forgot to mention one key element. The people. The people that make this place their home and how it would substantially effect their lives. Local businesses such as Kiwi Gas Station, or as locals know it better by "Tiny Mart", will be directly effected by nearly 30% of their business revenue. Not only are they a gas station but they are also a convenient store and as the name gives off they are convenient. Convenient location, convenient access, convenient prices, convenient items plus a great benefit to the community as they are locally owned and operated. With a 30% loss they will most likely go out of business.

3

If your greater goal in this project is to reduce the speed of this intersection; instead of spending \$2.6 million on this project, vote to reduce the speed limit. That would have less impact on the environment and no impact on the local businesses. Perhaps with the reduced speed limit it would encourage visitors to shop in the centers or take a look at the natural scenery. The main reason tourist commute to this area is to leave the concrete jungle behind. Constructing a roundabout here would be a visual eyesore to the magestic beauty of the Sierra Nevada mountains.

4

Please reconsider the safety, the people, and the beauty of this area before making a detrimental decision.

Sincerely,
Jennifer Briskin
7587 N Augusta #103
Fresno, Ca 93720

Response to Jennifer Pikul

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. The single-lane roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions, which would allow tourists and travelers a better view of the local businesses available to them. In addition, through focused meetings with the Kwik Serv/Tiny Mart proprietor, the existing driveway from State Route 168 (Morgan Canyon Road) would be relocated but not eliminated.
2. The roundabouts referenced in New York are multi-lane roundabouts, which have a substantially higher potential for accidents than single-lane roundabouts. The proposed roundabout in Prather will have a single lane.
3. It is not Caltrans' intent to have a negative effect on the businesses of Prather, and Caltrans has met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.
4. The speed limit cannot be lowered and continue to be enforced by radar because the Engineering and Traffic Survey cannot justify the lower speed limit. If radar were to be used for enforcement where the speed limit is not justified, the California Vehicle Code would consider the speed limit a speed trap. Without the use of radar, the speed limit cannot be effectively enforced. Placing additional stop signs to stop traffic on State Route 168 would result in poor operations and an unacceptable level of congestion.

Comments from Dusty Reeves

----- Original Message -----

From: Dusty Reeves [<mailto:drtacocrawler@yahoo.com>]
Sent: Wednesday, December 18, 2013 08:00 PM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject: Prather round about

Kelly,

I think the round about are not the smartest ideas for a intersection cause u have to many long heavy loads coming through that would clog it up and as we'll probably have a lot of bent wheels and popped tires on the truck string to maneuver through it an it slows traffic down If it is a must u need to have a nice incline to the curb and not a real straight edge so that the truckers don't hurt there rig as well as the round about I think a lot of local people will not like it cause they don't work we'll and they don't know how to use it those r my thoughts. On it. Thank u

1

Sent from my iPhone

----- Original Message -----

From: Dusty Reeves [<mailto:drtacocrawler@yahoo.com>]
Sent: Wednesday, December 18, 2013 08:25 PM Coordinated Universal Time
To: Hobbs, Kelly J@DOT
Subject: 168 round about

Kelly,

I also forgot that is still considered a highway correct 168 hence the name and putting a round about in a highway area just doesn't sound to smart to many bevy loads would have to stop and go

2

Sent from my iPhone

Response to Dusty Reeves

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. The California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. The roundabout would accommodate comfortably California Legal trucks (WB-50), the larger Surface Transportation Assistance Act (STAA) trucks (WB-67), and school buses. The design of the roundabout would include:
 - a 165-foot inscribed circle diameter (ICD) (center)
 - a 20-foot circulatory path (travel lanes)
 - a 15-foot truck apron to provide additional paved area so large semi-trailer vehicles on the central island can run over them. The truck apron will be constructed 3 inches higher than the roadbed (travel lanes) with different material to discourage car drivers from running over the apron.
2. The roundabout trend in California highways is due to the safety features of the roundabout. According to the June 2012 California State Highway System Roundabout Inventory, there were 20 roundabouts already built in California with 22 more roundabouts programmed or funded for construction, and 38 roundabouts under consideration for construction.

Comments from Steve Roberson

From: hillcad@netptc.net [mailto:hillcad@netptc.net]
Sent: Monday, December 16, 2013 7:19 PM
To: Hobbs, Kelly J@DOT
Subject: Prather Round About

Dear Kelly

I want to go on record to be in opposition to the proposed Round About being planned in Prather, and suggest the "No Build" option. First of all, I myself have done Highway design with TAMS Consultants; on the Highway 180 project from the "GAP" to Brawley Avenue, and still do road design today in Fresno, Madera Counties, and I personally own a Caltrans Highway Design Manual I'm quite familiar with it's contents.

1

This Round About design as I have been told by CalTrans engineers at the first open house has only been constructed in only of handful of locations in this state, and I for one do not see the need for a design of this type at the Prather location for the simple fact that more accidents happen at other locations near by, drivers in Central Valley are not familiar with it's use, thus in my opinion putting the general public safety at risk. Also this Design as shown in the Open House Alternatives is going to make it very cumbersome if not impossible for customers to easily travers to the merchants in the Prather area, and therefor make it more difficult for local businesses to survive in a very difficult economy.

2

In closing I would suggest that if Caltrans is in need to spend federal and tax payers money, Caltrans should bring their existing Highways up to their own design standards (ie 168 above Prather and before Auberry Road and below Prather near creek bed) there are numerous vertical and Horizontal sight distance violation per Caltrans Design Manual, there are substandard location all over the state on various highways that could be fixed.. FIX and MAINTAIN what is already built before looking to make Prather another Test Site.

3

Thank You

Steve Roberson, Senior Civil Design

Response to Steve Roberson

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout project is noted.
2. The roundabout trend in highways in California is due to the safety features of the roundabout. According to the June 2012 California State Highway System Roundabout Inventory, there were 20 roundabouts already built in California with 22 more roundabouts programmed or funded for construction, and 38 roundabouts under consideration for construction. This project was included in the list of planned projects, and the project was included in the 2012 State Highway Operation and Protection Program, with funding from the Safety Improvement Program in the 2015/2016 fiscal year.

Caltrans acknowledges there will be an adaption period to accept the roundabout but the roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions. Additionally, traffic studies have shown that roundabouts, compared to two-way stops, all-way/four-way stops, and traffic signals, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.

3. The roundabout is expected to benefit local businesses because traffic from all directions would need to slow down. Slower traffic would allow a better view of the local businesses available to tourists and travelers

Your concern for access was expressed by others. During a meeting with some of the local businesses and especially the proprietor of the Kwik Serv/Tiny Mart, other driveway options were presented and Caltrans was able to incorporate them into the project design (See Figure 1-3).

Comments from Gail Rogers

-----Original Message-----

From: Grandma Gail Rogers [<mailto:imamtgrandma2@gmail.com>]

Sent: Tuesday, December 17, 2013 8:13 AM

To: Hobbs, Kelly J@DOT

Subject: Prather roundabout

I choose the "no build" option. This is the dumbest waste of money!
Gail Rogers
42056 Bald Mountain Road
Auberry CA 93602

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Response to Gail Rogers

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout is noted.

Comments from Jeremy Ross

From: jeremy ross [mailto:remschedule.jr@gmail.com]
Sent: Tuesday, December 17, 2013 4:16 PM
To: Hobbs, Kelly J@DOT
Subject: Roundabout Construction at CA168/Auberry Rd.

Hi Kelly,

I am writing to express my concerns about the proposed roundabout construction at the intersection of Highway 168 and Auberry Rd in Prather. As a resident of the nearby town of Auberry, I regularly pass through this intersection and am deeply opposed to a roundabout. The traffic there is fine, the intersection is simple. Just seeing the way people confusingly negotiate roundabouts in shopping centers and other low speed areas leads me to believe a roundabout in an intersection with a much higher speed limit will lead to much more dangerous intersection. There's only a few times in the year where that intersection is crowded, and even this is very benign compared to other traffic heavy areas. Please do not construct a roundabout here. Thank you for taking the time to consider my concerns.

Sincerely,
Jeremy Ross

--
Jeremy Ross
Vice President
Reliable Emission Measurements, Inc.
34055 Natoma, Auberry, CA. 93602
Office: 559.855.8402
Cell: 559.260.0244
Fax: 559.841.8402

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Response to Jeremy Ross

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout project is noted.
2. The existing intersection has Auberry Road at a skew angle (less than 90 degree or right-angle) to State Route 168, which can result in reduced visibility for motorists trying to enter State Route 168 from Auberry Road.

Many roundabouts or traffic circles constructed in shopping centers and local roads have not been designed appropriately, and the proposed roundabout on State Route 168 will be designed to safely decelerate (slow down) traffic on State Route 168. Roundabouts have been safely placed on high-speed roads throughout the United States.

Comments from Jeannie Sa

From: Jeannie Sa [mailto:djsdollardaze@gmail.com]
Sent: Wednesday, December 18, 2013 4:05 PM
To: Hobbs, Kelly J@DOT
Subject: Proposed 168 Roundabout

Thank you for allowing the community to share their concerns regarding this highly controversial issue. After some research and talking with others in areas where roundabouts are more common, I can see that both sides of the issue have valid arguments. I have decided to support the "NO BUILD" option for a couple of reasons.

1

The first reason being the misinformation put out by the largest supporter for the Roundabout. When asked certain questions he skirts the answers like a professional politician, not actually answering the question. Red flags immediately go up when he speaks.

2

The second being that as a small business owner in the area, there is concern that construction of the roundabout would make it more difficult for our customers to reach our business, and we are small enough that a decrease in business would actually cause us harm.

3

The third reason is based on what I was told by people living where roundabouts had been added: accidents increased, rather than decreased, businesses adjacent to the roundabouts showed declining sales, traffic backed up worse than ever until people became used to the flow (which took several years).

4

I do agree that something needs to be done, I do not think a roundabout is the answer.

Sincerely,

Jeannie L. Sa

Response to Jeannie Sa

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout project is noted. However, the No-Build Alternative would leave the intersection as it is with the potential for broadside collisions to continue, and the purpose and need would not be met.
2. Caltrans, as the lead agency, has attempted to provide the most recent information regarding roundabouts at the 2 public meetings held in December 2013 and February 2014. Both of these meetings were advertised in the local paper and by private mail.
3. The lack of adequate access to businesses during the construction period was thoroughly discussed and addressed with business owners attending a focused meeting in January 2014. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.
4. Without knowing the location of the roundabouts your friends have informed you about, an explanation cannot be made.

However, the proposed roundabout is expected to benefit businesses by slowing down tourists and travelers so that they can see the local businesses available to them, and provide pedestrian crossings for a safer crossing for visitors trying to gain access.

A roundabout was proposed for this intersection because of the safety features. A roundabout compared to traffic lights or stop signs, which were considered and rejected, have resulted in a 35 percent reduction in all accidents, 74 percent reduction in injury accidents, and 90 percent reduction in fatal accidents.

Comments from Mike Sailor

From: Mike Sailor [mailto:foothillautoparts@gmail.com]

Sent: Wednesday, December 18, 2013 3:55 PM

To: Hobbs, Kelly J@DOT

Subject: Proposed Roundabout on State Route 168

Dear Ms. Hobbs,

My husband and I are in favor of the "No Build" option. The roundabout will impact our business negatively as potential customers, especially those passing through from out of the area (ex. skiers, vacationers), will be confused how to access our business while focusing their attention on negotiating the roundabout. Instead, we suggest lowering the area's speed limit to 35 mph, adding flashing lights to alert drivers to reduced speeds, and any added stop signs. Thank you for your consideration of this matter.

Michael and Jennifer Sailor
29533 Auberry Rd. Ste 99
Foothill Auto Parts
Prather, CA 93651
559-855-3700

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Response to Mike Sailor

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout project is noted.
2. It is not Caltrans' intent to negatively affect the businesses of Prather and Caltrans has met with you and local business owners to discuss your specific needs. Change is difficult to accept for some, but roundabouts have been introduced to California for some time now. The single-lane roundabout creates a traffic pattern of right-hand turns and signs directing drivers will be provided so that people will not be confused by the maneuver to keep to the right.
3. The speed limit cannot be lowered and continue to be enforced by radar because the Engineering and Traffic Survey cannot justify the lower speed limit. If radar were to be used for enforcement where the speed limit is not justified, the California Vehicle Code would consider the speed limit a speed trap. Without the use of radar, the speed limit cannot be effectively enforced. Placing additional stop signs to stop traffic on State Route 168 would result in poor operations and an unacceptable level of congestion.

Comments from Brittany Turk

From: Brittany Turk [mailto:britt.turk@gmail.com]
Sent: Tuesday, December 17, 2013 8:49 AM
To: Hobbs, Kelly J@DOT
Subject: Auberry Road Intersection Improvement Project on State Route 168

Good Morning,

I am a resident of Auberry, CA and I am completely and totally against the idea of a roundabout at the proposed location. Not only would it completely ruin my commute for the next few years while CalTrans would be building, but it would ruin businesses in Prather, as well as cause more traffic because of accidents at the traffic circle, because lets face it, people DO NOT know how to use them.

I would ask you to please consider abandoning this project as a whole.

Our community does not want it, nor do they need it.

We are a logging community born and bred, this circle would make it much more difficult to get the logging trucks up and down the hill.

Thank you for your time,

Brittany Turk
33635 Powerhouse Road
Auberry, CA

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Response to Brittaney Turk

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the project is noted.
2. It is not Caltrans' intent to negatively affect businesses or make commute difficult. After the Environmental Document and Project Approval Phase (PA&ED), time is needed to refine the design of the project. Construction would take about 12 months and is expected to begin in February 2016.

Also, the lack of adequate access to businesses during the construction period was thoroughly discussed and addressed with business owners attending a focused meeting in January 2014. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.

In regard to the roundabout resulting in confusion and accidents, the single-lane roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions, and signs directing drivers will be provided so that people will not be confused by the maneuver to keep to the right.

Comments from Carol Unger

From: Carol Unger [mailto:cu_wattsup38@netptc.net]
Sent: Saturday, December 28, 2013 2:06 PM
To: Hobbs, Kelly J@DOT
Subject: Fw: Prather project

If you want I can send you comments from family all over the world & USA who hate these. When hubby served in Army in Germany they were taking out the Roundabouts. 1

C U Carol

----- Original Message -----

From: [Carol Unger](#)
To: kelly.hobbs@dot.ca.gov
Sent: Thursday, December 26, 2013 12:09 PM
Subject: Prather project

NO BUILD 2

THE ROUNDABOUT @ PRATHER.

CalTrans why not complete 168 at Lodge Rd down to Clovis/Fresno fast.
That will be safer than a RA at Prather 3

C U Carol

Response to Carol Unger

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Thank you for the offer but our research shows that many people confuse older styles of circular intersections, east-coast rotaries, multi-lane traffic circles, and circular intersections with modern roundabouts. They are not the same.
2. Your opposition to the roundabout project is noted.
3. The four-lane project for State Route 168 has been mentioned as a potential Measure C extension project, but at this time, there is no widespread consensus that it should be built.

Comments from Tracy Vandenack

-----Original Message-----

From: Tracy Vandenack [<mailto:piqlitter7@yahoo.com>]

Sent: Monday, December 16, 2013 3:54 PM

To: Hobbs, Kelly J@DOT

Subject: Round about Prather ca

I choose the NO BUILD option for a round about in Prather calif!!! Our town is NOT big enough for one of these!!!! Wasted tax payer money at its finest if one of these is allowed to go in!!!

1

Sincerely,

Tracy Vandenack
Tollhouse Ca

Sent from my iPhone

Response to Tracy Vandenack

Thank you for your interest in the Auberry Road Intersection Improvement Project. All comments are greatly appreciated.

1. Your opposition to the roundabout project is noted.

The project is needed because of the high accident rate when compared to other similar intersections in the state and is not necessarily population-based.

The modern roundabout is recognized nationally as an intersection type and traffic control treatment capable of providing unique and significant operational and safety benefits over a wide range of traffic volumes and condition. In particular, national research has confirmed that the single-lane version is especially effective in reducing collision frequency and/or severity for all highway users.

Section 5.0 Business Petitions

Avanish Brar, the proprietor of the Kwik Serv/Tiny Mart gas station and mini-mart, submitted the following petition. Included in the petition was:

- A. A hand-written cover letter
- B. Petition Signatures with 720 signatures
- C. A petition from surrounding business owners in the Prather area
- D. A letter from business owners in Prather
- E. Thirteen comment cards

All of the documents listed above are included in this environmental document except for the signature pages. The signature pages had two different introductions and only the first page of each introduction page is shown. Responses to the comments cards are combined onto one page following the comment cards.

A – Hand-Written Cover Letter

To,

MR Kelly Hobbs
Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch.
855 M Street, Suite 200.
Fresno CA 93721.

We the residents of Prather CA are submitting the 52 pages document, the comments of which need to be filed in the comment record, for the 168 Auberry Road intersection improvement project on state Route 168.

All of us whose signatures are listed (720 signatures) and personal comment cards presented have chosen the NO BUILD ALTERNATIVE.

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Response to Cover Letter Comments

1. Mrs. Brar's petition packet has been made a part of the comment record for the project.
2. Your opposition to the roundabout is noted. The No Build Alternative would leave the intersection as it is and would not meet the purpose and need for the project, which is to improve safety while maintaining traffic operations at this intersection. The project is needed because of the higher than average accident rate when compared to other similarly designed intersections in the state.

B – Petition Signatures, First Page 1 of 2

12/8/13 @

Round-about Proposal

We the undersigned disagree with the round-about proposal. @ 1
 168 Hwy & Auberry Rd. We Choose the NO-Build Alternative.

Name	Address
1 George Harris	29268 Auberry Rd.
2 Sosh Scumma	29415 PRATHER CA
3 Jason L Cetin	14844 Garlock Ln Prather
4 Kendra Ann Petty	14844 Garlock Ln Prather
5 Jarrett Arnoldt	29174 LARKSPUR Rd Tellhouse
6 Heather Arnoldt	29174 LARKSPUR Rd Tellhouse
7 Valerie Twilleager	34931 Old Creek Rd. Auberry
8 Regier Twilleager	34931 Old Creek Rd. Auberry
9 Teresa Salrin	39139 jose basin Rd.
10 Robert escamilla	79139 jose basin Rd.
11 Rhonda Beebe	27126 Red hawk Ln.
12 Robert Barr	39139 jose basin Rd.
13 Stephanie Salrin	39139 jose basin Rd.
14 Chris Salrin	39139 jose basin Rd.
15 Vince Palomo	28981 Gibbs Ranch Rd Tellhouse
16 Yael Spenber	36220 Cressman Rd
17 Tony Taylor	20600 Tell House Rd clark ca
18 STEVE HOLL	38023 PETERSON RD AUBERRY, CA
19 Jeremy Walczak	33276 Spreading Oak
20 Joey Walczak	lane Auberry Ca 95602
21 Gema Walczak	

Petition Signatures, First Page 2 of 2

As the undersigned Citizens of the state of California,

We wish to go on record as to our opposition to the "roundabout" highway improvement to Hwy 168 at the junction of Auberry Road. We feel that this construction would place an unrecoverable burden on the businesses and the already impoverished economy of the mountain community by limiting access/egress from these businesses. In addition the construction time process will also impede commute times, children transport times to and from schools, in addition to creating a traffic control that is unfamiliar to most citizens creating hazardous driving conditions for both local residents and visitors. The results of this construction and the financial impacts on the community will far exceed the benefits, if any, of this construction.

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3
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	Name	Address	Signature
383	Roy Akissie	14998 Morgan Cny Rd Prather	<i>Roy Akissie</i>
384	CHUCK KOLBERT	26594 PITTMAN HILL Rd CLAVIS	<i>Chuck Kolbert</i>
385	DENNIS FREEMAN	30091 SPENCER RD Prather CA	<i>Dennis Freeman</i>
386	WILLIAM HEAD	29404 SPENCE LN - TOLLHOUSE CA 93667	<i>William Head</i>
387	TERRY ALISON	PO BOX 510 AUBERRY CA 93602	<i>Terry Alison</i>
388	KENNETH EGGERER	PO BOX 118 Auberry ca 93602	<i>Kenneth Eggerer</i>
389	AUGUST KNITTEL	34447 Sparrow Loop Auberry 93602	<i>August Knittel</i>
390	Klaus Knutsch	33867 Prather Rd Auberry 93602	<i>Klaus Knutsch</i>
391	Jeff Miller	P.O. Box 4 Box Creek CA 93605	<i>Jeff Miller</i>
392	MELBA WARE	595 E. ROBERTS FRESNO CA 93710	<i>Melba Ware</i>
393	Vicki Casares	42356 Blvd Mt Rd, Auberry 93602	<i>Vicki Casares</i>
394	ARMY SCHWENGER	PO BOX 73 Prather CA 93651	<i>Army Schwenger</i>
395	Amanda C. Duly	15920 Oaklark Lane, Prather CA 93651	<i>Amanda C. Duly</i>
396	Joan Mullen	30919 Auberry Rd Auberry CA 93602	<i>Joan Mullen</i>
397	John Mill	36919 River Belle Lane Tollhouse CA 93667	<i>John Mill</i>
398	THOMAS J MARTIN	37285 AUBERRY RD AUBERRY, CA 93612	<i>Thomas Martin</i>
399	Charlene Kerber	26516 Twin Ponds Clavis, Charlene Kerber	<i>Charlene Kerber</i>
400	ANGELICA ORTIZ	P.O. BOX 235 AUBERRY CA 93602	<i>Angelica Ortiz</i>
401	SHAWN FADES	P.O. BOX 235 AUBERRY CA 93602	<i>Shawn Fades</i>
402	COURTNEY CURTIS	P.O. BOX 478 AUBERRY CA 93602	<i>Courtney Curtis</i>
403	Robert Spurgeon	21650 Cherokee Rd Clavis 93619	<i>Robert Spurgeon</i>
404	S.R Combs	P.O. Box 40 Prather Ca. 93651	<i>S.R Combs</i>
405	Beth Cathron	P.O. Box 557 Auberry Ca. 93602	<i>Beth Cathron</i>
406	Sharon Maguire	43276 Auberry Rd Auberry CA 93602	<i>Sharon Maguire</i>

Response to Petition Signatures

1. Your opposition to the roundabout is noted. The No Build Alternative would leave the intersection as it is and would not meet the purpose and need for the project, which is to improve safety while maintaining traffic operations at this intersection. The project is needed because of the higher than average accident rate when compared to other similarly designed intersections in the state.
2. The lack of adequate access to businesses during the construction period was thoroughly discussed and addressed with business owners attending a focused meeting in January 2014. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.

In addition, through focused meetings with the proprietor of Kwik Serv/Tiny Mart (Kwik Serv), the existing driveway from State Route 168 (Morgan Canyon Road) would be relocated but not eliminated.

In regard to commute delays, traffic studies show that roundabouts promote a continuous circular flow of traffic, which allows more vehicles to travel through an intersection at a time, and can improve traffic flow and significantly reduce traffic delays by allowing vehicles to continuously move through all legs of the intersection without any of the legs having stop signs or red lights.

In regard to the roundabout resulting in confusion, the single-lane roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions.

3. It is not Caltrans' intent to negatively affect businesses or make commute difficult. In fact, the roundabout is expected to benefit local businesses because traffic from all directions would need to slow down. Slower traffic would result in a better view of the local businesses surrounding the intersection giving tourists and travelers time to see goods available to them.

C - Petition from Business Owners in the Prather Area, Page 1 of 2

**WE THE BUSINESS OWNERS , WITH
NO OTHER REASONABLE OPTIONS
CHOOSE THE " NO BUILD
ALTERNATIVE".**

2 page document.

We the owners/managers of the business's located in Prather, Ca., voice our concern regarding the project being proposed at the intersection of State Highway 168 and Auberry Rd. Also, known as "Auberry Road Intersection improvement project". The construction of the roundabout would cause a severe economical hardship on the surrounding business owners in the Prather area. The statement made " near the community" is actually right in the HEART of the Community of Prather, Ca.

We the undersigned, choose the No Build Alternative.

We would like to have these comments Filed in the record.

	Name of Business	Address	Owner Signature
12/16/13	Do-it-Best Hardware 1. Canyon Feed & Supply	29533 Auberry Rd.	<i>[Signature]</i>
12/16/13	The mountain trail sth house 2. 29533 auberry rd	Prather CA 93651	<i>[Signature]</i>
12/16/13	TINY MART 3. 29478 Auberry Road	Prather CA 93651	<i>[Signature]</i>
12/16/13	Foothill Auto Parts 4. 29533 Auberry Rd. Ste. 99,	Prather CA 93651	<i>[Signature]</i>

pg 1

E – Letter from Business Owners

To KELLY HOBBS
California Dept of Transportation.
Senior environmental planner.
Please File these comments in the record.
To whom it may concern;

We the business owners of Prather, Ca., wish to go on record as to our opposition to the "roundabout" highway improvement to Hwy 168 at the junction of Auberry Road. We feel that this construction would place an unrecoverable burden on the businesses and the already impoverished economy of the mountain community by limiting access/egress from these businesses. In addition the construction time process will also impede commute times, children transport times to and from schools, in addition to creating a traffic control that is unfamiliar to most citizens creating hazardous driving conditions for both local residents and visitors.

The results of this construction and the financial impacts on the community will far exceed the benefits, if any, of this construction. We are totally dependent on tourism and recreational use of the Sierra National Forest along with China Peak skiers for our incomes. This limitation to access will close more than 50 % of the business locations here.

Roundabouts have there place in cities, but not on this highway. We feel this is a terrible solution to a non existent traffic problem. Most of the motor vehicle accidents stated in the study HAVE NOT occurred at the intersection, but more than 200 yards away from it or more.

There are several viable alternatives to make Highway 168 safer. Most of the business owners would be glad to give you those ideas. We realize engineers are highly educated individuals, but due to their not living in the community, they cannot comprehend the fiscal impacts this will have.

If you do not want to discuss the viable options that we have, then we will have to go for the "No Build" option.

Sincerely, The business owners of Prather whose
signatures appear below.


JIM LONG, G.I. JIMS MILITARY SURPLUS
Susan Ows Canyon Feed & Supply
Michael Sailor FOOTHILL AUTO PARTS
Paul Spier Clouds Clutter
Amiash Brou TINY MART I.

Response to Business Owners' Petition and Letter

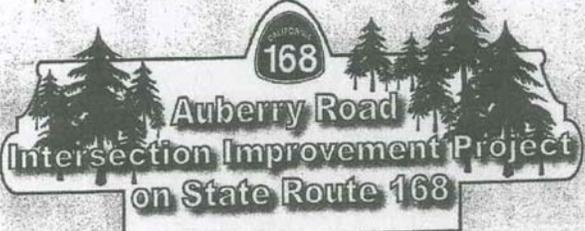
Since the submittal of this packet, Caltrans met with the business petitioners, listened to their concerns, and tried to resolve the issues. The meetings resulted in relocating the driveways into Kwik Serv/Tiny Mart and the Canyon Feed Shopping Center. The following coordination efforts were made in order to resolve the businesses' concerns and address Mrs. Brar's petition.

- On January 14, 2014, Caltrans met with Mrs. Avinash Brar, the proprietor of Kwik Serv/Tiny Mart, and Mr. Johannes Makmur, Senior Civil and Traffic Engineer with Yamabe & Horn Engineering, Inc. in Prather. Mrs. Brar utilized the expertise of Mr. Johannes Makmur to propose a solution that was further reviewed by Caltrans and incorporated into the design of the project. Mrs. Brar was notified of the change, concurred with the revisions, and gave her approval for the roundabout.
- On January 27- 29, 2014, Caltrans contacted the individuals on the business petition and letter submitted to coordinate a meeting to discuss their specific concerns regarding the proposed roundabout.
- On February 11, 2014, Caltrans met with the business owners from the Canyon Feed Shopping Center and other businesses from the surrounding area on site in Prather. Discussion included access in and out of their facilities during and after construction of the project and the construction period. Traffic flow would be maintained through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period. An alternative access was presented by one of the owner of the property and after further review by Caltrans the alternative access was incorporated in the design of the project.

As a result of these focused meetings, the affected businesses gave a consensus approval for the proposed roundabout.

F - Comment Cards – Comment Card from Ben Amesquita

CALTRANS PROPOSAL TO BUILD A
ROUNDAABOUT AT



Comment Card

NAME: Ben Amesquita

ADDRESS: 373 NUS CITY: FRESNO ZIP: 93711

REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

OR

EMAIL TO: kelly.hobbs@dot.ca.gov

URGENT
CLOSING RESPONSE
DATE:
Dec 18, 2013
Please mail it in, OR
leave it at tiny mart.

I would like the following comments filed in the record (please print):

It wasn't a good idea in river park!
\$ It won't be a good one there!

Ben Amesquita

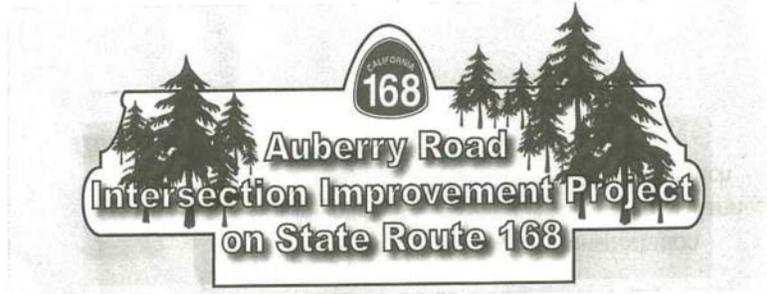
Closing response date: December 18, 2013

1

Response to Ben Amesquita

1. Safety is a priority for Caltrans. The California Highway Design Manual requires the dimensions for highway facilities on state routes to be standardized. Therefore, the roundabout planned would not be like the roundabouts located in Riverpark. Instead, the single-lane roundabout proposed on State Route 168 is expected to create a traffic pattern that promotes a safer intersection by slowing down traffic from all directions.

Comment Card from Avinash Brar



Comment Card

NAME: AVINASH BRAR
 ADDRESS: 29478 Auberry Road CITY: PRATHER ZIP: 93651
 REPRESENTING: TINY MART 1.

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
 Mr. Kelly Hobbs, Senior Environmental Planner
 Sierra Pacific Environmental Analysis Branch
 855 M Street, Suite 200
 Fresno, CA 93721

I would like the following comments filed in the record (please print): I would like to say too many community members have said that they were not aware of the project and many many more said, they thought the project had been shelved and was not going to happen. 99% of the community does NOT WANT IT. I have personally got a copy of the most recent accident's from Highway Patrol office, from Feb 2011 to Sep 2013, and 5 of those accidents took place near Shell + Canyon Fork shopping centre, because we don't have a turn lane to enter the shopping centre safely. Please ^{2 Accidents HIT STOP SIGN (Alcohol cause)} reconsider your decision, We choose the NO BUILD OPTION.

1

2

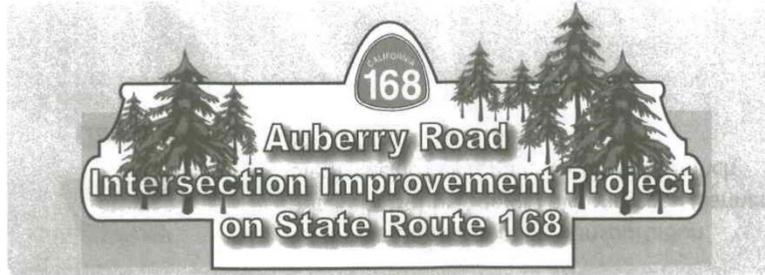
3

Closing response date: December 18, 2013

Response to Avinash Brar

1. Caltrans, as the lead agency, has attempted to provide the most recent information regarding roundabouts at the two public meetings held on February 28, 2013 and December 5, 2013. These public meetings were advertised in the local paper and by private mail to property owners and surrounding businesses.
2. Caltrans uses all reported accidents to determine accident rates, but the severity of accidents is also considered when comparing to other similar State facilities. Because projects are identified years in advance to the Environmental Document and the Project Approval (PA & ED) phase, it may appear that Caltrans is using outdated accident information.
3. Your opposition to the roundabout as it was previously presented is noted. The No Build Alternative would leave the intersection as it is and would not meet the purpose and need for the project, which is to improve safety while maintaining traffic operations at this intersection. The project is needed because of the higher than average accident rate when compared to other similarly designed intersections in the state.

Comment Card from Beverly Cloud



Comment Card

NAME: BEVERLY CLOUD
ADDRESS: 29533 AUBERRY RD, RATHER ^{STE 98} CITY: RATHER ZIP: 93651
REPRESENTING: CLOUDS CLUTTER

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): MUST WE "STUDY"
AND "REDESIGN" HEAVILY TRAVED ROADS TO CORRECT
THE "LACK OF DRIVER ATTENTION", "STUPIDITY"
"SPEED", OR "LACK OF RESPECT FOR POSTED
DRIVING GUIDELINES". THE PROBLEM IS
PEOPLE, NOT ROAD DESIGN! EVERYONE IS IN
A HURRY, AND UNFORTUNATELY ALL ABOUT
THEMSELVES. WHY NOT SPEND YOUR
FUNDING IN SHAVEN TO SLOW DOWN
TRAFFIC. THIS WILL NOT HELP A SLOW
ECONOMY IN THIS BUSINESS AREA! ONE YEAR
OF CONSTRUCTION WILL DETER VACATIONERS
AS WELL AS AFFECT THE LOCAL COMMUTERS
+ BUSINESS CUSTOMERS
Closing response date: December 18, 2013 BAD IDEA

1
2
3

Response to Beverly Cloud

1. It is not Caltrans' intent to negatively affect the businesses of Prather. Caltrans has met with you and local business owners to discuss your specific needs. Change is difficult to accept for some people but roundabouts have been introduced to California for some time now. The single-lane roundabout creates a traffic pattern of right-hand turns and signs directing drivers will be provided so that people will not be confused by the maneuver to keep to the right.
2. This particular project was included in the 2012 State Highway Operation and Protection Program, with funding from the Safety Improvement Program in the 2015/1016 fiscal year; therefore, the funding has been allocated and cannot be spent elsewhere at this time.
3. During the meeting with business owners, the construction period and lack of adequate access was thoroughly discussed and addressed. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.

Comment Card from Herbert J. Davis

CALTRANS PROPOSAL TO BUILD A
ROUNDAABOUT AT

**Auberry Road
Intersection Improvement Project
on State Route 168**

Comment Card

NAME: HERBERT J. DAVIS / Property Owner & Business Owner

ADDRESS: 29533 Auberry Rd. CITY: Prather ZIP: 93651

REPRESENTING: Prather Plaza (Shopping Center) Canyon Feed & Supply

Do you wish to be added to the project mailing list? YES NO P.O. Box 448 Prather 93651

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

OR

EMAIL TO: kelly.hobbs@dot.ca.gov

CLOSING RESPONSE DATE: Dec 18, 2013
Please mail it in, OR leave it at Tiny mart.

I would like the following comments filed in the record (please print):

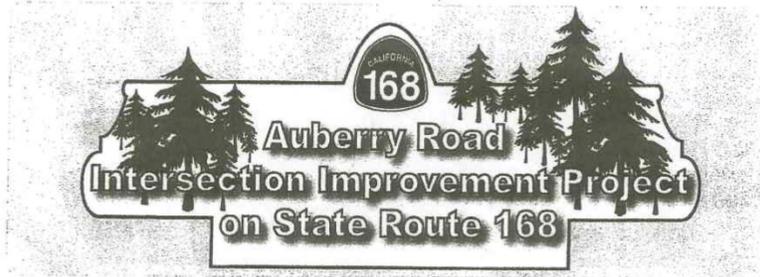
- ① There has been no Economic Impact Study done for the local businesses, this project would put a severe economic hardship on all the businesses in my shopping center, and in Prather. 1
- ② As the property owner & business owner for the shopping center on the N.E. corner of Auberry Rd and State Hwy 168, the ingress & egress for my property will not work for larger delivery trucks. 2
- ③ There is also a well & Bulk for Sale propane tank in the S.W. corner of my property in the construction zone. 3
- ④ According to CHP Reports there has only been 3 accidents since 2004 at the intersection. And of those accidents none were serious or fatal. 4

Closing response date: December 18, 2013

Response to Herbert J Davis

1. Discussion of project-related social or economic damage is not required by the California Environmental Quality Act (CEQA). Social and economic issues are discussed when they will cause physical damage. Currently, the California Environmental Quality Act is undergoing some reform and social and economic damage is one of the topics.
2. During the meeting with business owners, the construction period and lack of adequate access was thoroughly discussed and addressed. Caltrans is committed to maintaining traffic flow through the work area during construction by means of construction phasing and/or imposing night work. Access points to the existing businesses would be required and maintained throughout the construction period.
3. If Caltrans requires right of way from your property you would be compensated monetarily during the right-of-way phase when properties are appraised and assessed for damages.
4. Caltrans uses all reported accidents to determine accident rates, but the severity of accidents is also considered when comparing to other similar State facilities. Because projects are identified years in advance to the Environmental Document and the Project Approval (PA & ED) phase, it may appear that Caltrans is using outdated accident information.

Comment Card from Jody Garland



Comment Card

NAME: Jodi Garland
ADDRESS: PO Box 710 CITY: Auberry ZIP: 93602
REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): I am disgusted with the idea of this turnabout being put in in Prather. It will kill a vital part of this community! I support small local businesses and this plan will close off my accessibility to the gas station I frequent. There has to be a better solution to traffic besides completely shutting off 2 main entrances to one of only two gas stations in town! We should be supporting small businesses instead of forcing them to struggle and possibly shut down! This should be removed or reconsidered!

1

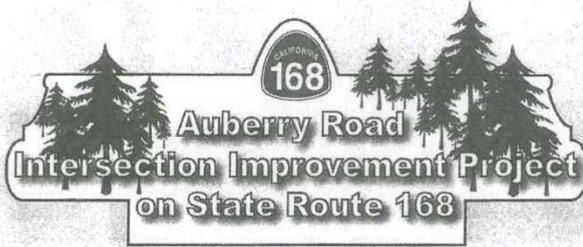
Closing response date: December 18, 2013

Response to Jodi Garland

1. It is not Caltrans intent to negatively affect the businesses of Prather. Caltrans met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.

Comment Card from Chad Hawkins

Last date Dec 18, 2013 (Wed)



Comment Card

NAME: Chad Hawkins
ADDRESS: P.O. box 334 CITY: Auberry ZIP: 93602
REPRESENTING: myself

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

I would like the following comments filed in the record (please print): as a truck
Driver I personally can tell you the
problems roundabout course and Damage
to equipment. I see how people do not
know how to use them effectively
this is a concept americans don't know
its something that Europeans use
the traffic isn't enough to worry
for this.
-Chad Hawkins

1

Response to Chad Hawkins

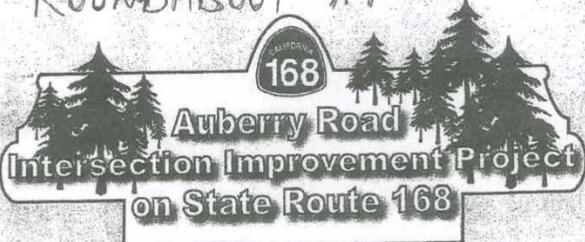
1. The modern roundabout is recognized nationally as an intersection type and traffic control treatment capable of providing unique and significant operational and safety benefits over a wide range of traffic volumes and condition. In particular, national research has confirmed that the single-lane version is especially effective in reducing collision frequency and/or severity for all highway users.

The California Highway Design Manual requires the dimensions for highway facilities on state routes be standardized. The roundabout would accommodate comfortably California Legal trucks (WB-50), the larger Surface Transportation Assistance Act (STAA) trucks (WB-67), and school buses. The design of the roundabout would include:

- a 165-foot inscribed circle diameter (ICD) (center)
 - a 20-foot circulatory path (travel lanes)
 - a 15-foot truck apron to provide additional paved area so large semi-trailer vehicles on the central island can run over them. The truck apron will be constructed 3 inches higher than the roadbed (travel lanes) with different material to discourage car drivers from running over the apron.
2. In regard to the roundabout resulting in confusion and accidents, the single-lane roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions.

Comment Card from John Martin

CALTRANS PROPOSAL TO BUILD A
ROUNDBOUT AT



Comment Card

NAME: John Martin

ADDRESS: PO, Box 207 CITY: Prather ZIP: 93651

REPRESENTING: Self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

URGENT
CLOSING RESPONSE
DATE:
Dec 18, 2013
Please mail it in, OR
leave it at tiny mart.

I would like the following comments filed in the record (please print):

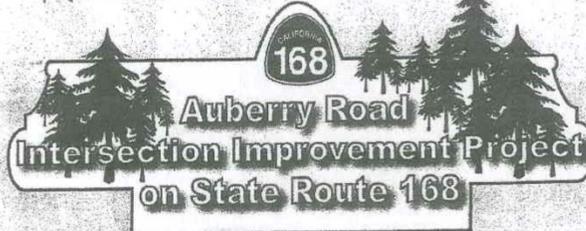
A stop light would be preferred
to a turnabout

1

Closing response date: December 18, 2013

Comment Card from Patricia Martin

CALTRANS PROPOSAL TO BUILD A
ROUNDAABOUT AT



Comment Card

NAME: Patricia Martin
ADDRESS: PO. Box 207 CITY: Prather ZIP: 93657
REPRESENTING: Self

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or

Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

URGENT

CLOSING RESPONSE
DATE:

Dec 18, 2013

Please mail it in, OR
leave it at Tiny mart.

I would like the following comments filed in the record (please print):

A stop light would be preferred
to a roundabout.

1

Closing response date: December 18, 2013

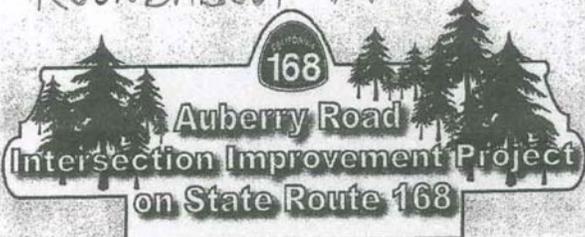
Response to John and Patricia Martin (two comment cards)

1. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.

This page left blank intentionally.

Comment Card from Bill Marvin

CALTRANS PROPOSAL TO BUILD A
ROUNDBOUT AT



Comment Card

NAME: BILL MARVIN

ADDRESS: 14916 GARLOCK CITY: PRAIRIE ZIP: 93651

REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

OR
EMAIL TO: kelly.hobbs@dot.ca.gov

URGENT
CLOSING RESPONSE
DATE:
Dec 18, 2013
Please mail it in, OR
leave it at Tiny mart.

I would like the following comments filed in the record (please print):

PLEASE DO NOT DO THIS CONSTRUCTION
LEAVE IT ALONE AND SPEND THE MONEY
ELSEWHERE

Bill Marvin

Closing response date: December 18, 2013

1

Response to Bill Martin

1. The particular project was included in the 2012 State Highway Operation and Protection Program, with funding from the Safety Improvement Program in the 2015/1016 fiscal year; therefore, the funding has been allocated and cannot be spent elsewhere at this time.

Comment Card from Mike and Lynn Muesing

CALTRANS PROPOSAL TO BUILD A
ROUNDAABOUT AT

**Auberry Road
Intersection Improvement Project
on State Route 168**

Comment Card

NAME: MIKE & LYNN MUESING

ADDRESS: 30914 SPEARHEAD RD CITY: PARTHNER, CA ZIP: 93651

REPRESENTING: CARBELLIES

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
 Mail to: California Department of Transportation
 Mr. Kelly Hobbs, Senior Environmental Planner
 Sierra Pacific Environmental Analysis Branch
 855 M Street, Suite 200
 Fresno, CA 93721

URGENT
 CLOSING RESPONSE
 DATE:
 Dec 18, 2013
 Please mail it in, OR
 leave it at Tiny mart.

I would like the following comments filed in the record (please print): MR. KELLY HOBBS-

WE'RE TOTAL AGAINST THE PROJECT! I WAS IN HEAVY 1

CONSTRUCTION FOR ALMOST THIRTY YEARS (30)! I'VE

WORKED ON MANY ROAD AND FREEWAY REALIGNMENT!

I DO NOT THINK A ROUND-A-BOUT IS THE SOLUTION FOR 2

THIS PROJECT! I WOULD SUGGEST A SIGNAL WITH LEFT

HAND TURNS AT THE INTERSECTION! I WOULD BE A LOT

LESS COSTLY! YOU HAVE ALOT OF HEAVY TRAFFIC ON THESE 3

ROADS! LOGGING TRUCKS, TRACTORS, AND SOMETIMES EXOTIC

TRUCKS HAULING REPLACEMENT PARTS FOR HARD PROJECTS!

PLUS ALOT OF RETIRED FOLKS, WHO WILL BE TOTALY CON-

FUSED, WHEN THEY HIT THE INTERSECTION! PLUS IT WOULD

BE LESS COSTLY! RESPECTFULLY MIKE & LYNN MUESING!

Closing response date: December 18, 2013

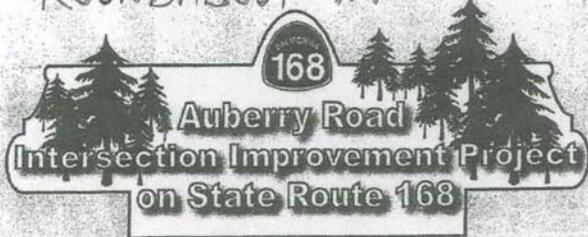
Response to Mike and Lynn Muesling

1. Your opposition to the roundabout project is noted.
2. The traffic signal alternative was considered but withdrawn from further consideration because Safety funding is not available to construct a traffic signal at this location. In addition, the cost of the signal is not supported by their expected safety benefits, which would be less than for the roundabout, and the intersection does not meet signal warrant requirements of the California Manual on Uniform Traffic Control Devices.
3. In regard to the roundabout resulting in confusion, the single-lane roundabout would create a traffic pattern of right-hand turns that promotes a safer intersection by slowing down traffic from all directions. Signs directing drivers will be provided so that people will not be confused by the maneuver to keep to the right.

The roundabout would accommodate comfortably California Legal trucks (WB-50), the larger Surface Transportation Assistance Act (STAA) trucks (WB-67), and school buses.

Comment Card from Christopher Ojeda

CALTRANS PROPOSAL TO BUILD A
ROUNABOUT AT



Comment Card

NAME: Christopher Ojeda

ADDRESS: 330 De Nevada Pl CITY: Los Angeles CA ZIP: 90024

REPRESENTING: _____

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
Mail to: California Department of Transportation
Mr. Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
855 M Street, Suite 200
Fresno, CA 93721

OR
EMAIL TO: kelly.hobbs@dot.ca.gov

URGENT
CLOSING RESPONSE
DATE: Dec 18, 2013
Please mail it in, OR
leave it at TTY mail.

I would like the following comments filed in the record (please print):

Roundabouts are no good.

Closing response date: December 18, 2013

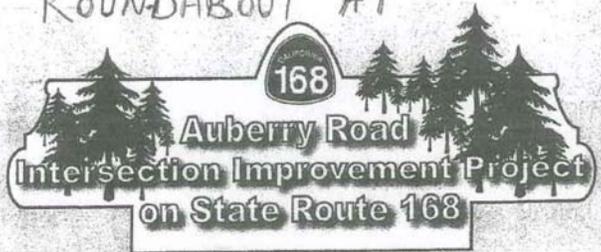
1

Response to Christopher Ojeda

1. Your opinion on roundabouts is noted.

Comment Card from Amy Peck

CALTRANS PROPOSAL TO BUILD A
 ROUNDABOUT AT



Comment Card

NAME: Amy Peck

ADDRESS: 41696 Meadow Ln CITY: AUBERRY ZIP: 93602

REPRESENTING: OPPOSING IMPROVEMENT PROJECT

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
 Mail to: California Department of Transportation
 Mr. Kelly Hobbs, Senior Environmental Planner
 Sierra Pacific Environmental Analysis Branch
 855 M Street, Suite 200
 Fresno, CA 93721

URGENT

CLOSING RESPONSE DATE:
Dec 18, 2013
 Please mail it in, or leave it at Tiny mart.

I would like the following comments filed in the record (please print):

AS A LONG TIME RESIDENT OF THE AUBERRY
AREA, I HAVE NEVER SEEN THE INTERSECTION
OF 168 AND AUBERRY ROAD SO CONGESTED
THAT TRAFFIC HAS BEEN BACKED UP. WITH A
ROUND - ABOUT, TRAFFIC SLOWS DOWN IN
ALL DIRECTIONS INSTEAD OF KEEPING A STEADY
FLOW IN ALL DIRECTIONS, EXCEPTING THE STOP
TURNING ONTO 168 FROM AUBERRY HEADING
EAST OR WEST. IN ADDITION, PEOPLE DO NOT
KNOW HOW TO USE ROUND -ABOUTS. SAVE
THE MONEY! TURN DOWN THE PROPOSAL!

1
2
3

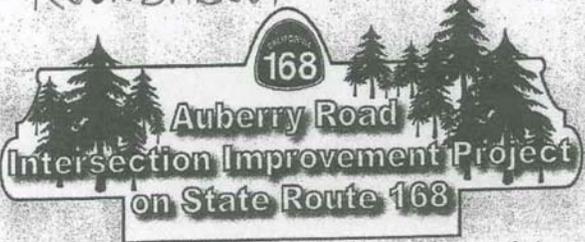
Closing response date: December 18, 2013

Response to Amy Peck

1. During the focused meeting with local business owners, a comment was made that after the school hours, Auberry Road backs up at the stop sign with school buses and impatient drivers will drive through the local parking lots to avoid the intersection, which results in a safety concern for them.
2. Caltrans acknowledges there will be an adaption period but the signs provided will direct drivers to keep to the right so that people will not become confused by the maneuver.
3. The particular project was included in the 2012 State Highway Operation and Protection Program, with funding from the Safety Improvement Program in the 2015/1016 fiscal year; therefore, the funding has been allocated and cannot be spent elsewhere at this time

Comment Card from O. R. Phillips

CALTRANS PROPOSAL TO BUILD A
ROUNDAABOUT AT



Comment Card

NAME: O.R. PHILLIPS

ADDRESS: 23329 GRANITE CREEK ^{CA} CITY: CLAVIS ZIP: 93619

REPRESENTING: SELF

Do you wish to be added to the project mailing list? YES NO

Please drop comments in the Comment Box or
 Mail to: California Department of Transportation
 Mr. Kelly Hobbs, Senior Environmental Planner
 Sierra Pacific Environmental Analysis Branch
 855 M Street, Suite 200
 Fresno, CA 93721

OR
 EMAIL TO: kelly.hobbs@dot.ca.gov

URGENT
 CLOSING RESPONSE DATE: Dec 18, 2013
 Please mail it in, OR leave it at tiny mail.

I would like the following comments filed in the record (please print):

I LIVE CLOSER TO PRATHER AND DO MOST OF MY SHOPPING IN PRATHER AND USE AUBERRY RD. AND 168 ALOT AND I THINK THIS WOULD BE A MAJOR ERROR AND CAUSE TRAFFIC JAMS BEYOND BELIEF, DAMPING TRAFFIC INTO A FEW BUSINESSES AND CAUSING OTHERS TO LOOSE AND POSSIBLY GO OUT OF BUSINESS. THIS WOULD HURT MANY PEOPLE AND BUSINESSES STOP LIGHTS COULD WORK ALOT BETTER AND NOT HARM ANY OF THE EXISTING BUSINESSES. THIS ROUND ABOUT WOULD BE A HUGE MISTAKE.

1

2

Closing response date: December 18, 2013

Response to O.R. Phillips

1. It is not Caltrans' intent to negatively affect the businesses of Prather. Caltrans met with local business owners to discuss their specific needs. As a result of those meetings, the design of the roundabout (shown in Figure 1-3) was modified.
2. The traffic signal alternative was considered but withdrawn from further consideration because it has a higher construction cost and fewer safety improvements than the roundabout alternative. Though traffic signals warrants are met, the intersection does not meet the accident warrant for traffic signals (per the California Manual on Uniform Traffic Control Devices), which would have allowed safety funding to be used for the signal project.