

APPENDIX A

**GOVERNMENT AGENCY COMMENTS AND
CALTRANS RESPONSES**

Government Comment Letter 1: Office of Planning and Research: State Clearinghouse



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA

GOVERNOR'S OFFICE of PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

October 22, 2008

Sandra Rosas
California Department of Transportation, District 3
703 B Street
P.O. Box 911
Marysville, CA 95901

Subject: Simpson Lane Intersection
SCH#: 2008092080

Dear Sandra Rosas:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on October 21, 2008, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Terry Roberts
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Government Comment Letter 2: Native American Heritage Commission

STATE OF CALIFORNIA

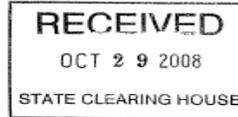
Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



October 3, 2008



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Sandra Rosas
Caltrans
7803 B Street
Marysville, CA 95901

RE: SCH#2008092080 Simpson Lane Intersection; Mendocino County.

Dear Ms. Rosas:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an 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.
 - 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.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. **USGS 7.5 minute quadrangle name, township, range and section required.**
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. **Native American Contacts List attached.**
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per 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.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, 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,
Katy Sanchez
Katy Sanchez
Program Analyst

CC: State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2008092080
Project Title Simpson Lane Intersection
Lead Agency Caltrans #3

Type **Neg** Negative Declaration
Description The California Department of Transportation proposes to upgrade the intersection at State Route 1 and Simpson Lane. The project proposes two alternatives (roundabout or signal) to improve traffic delays at the intersection. Caltrans will select an alternative after the public review period ends.

Lead Agency Contact

Name Sandra Rosas
Agency California Department of Transportation, District 3
Phone (530) 741-4017 **Fax**
email
Address 703 B Street
P.O. Box 911
City Marysville **State** CA **Zip** 95901

Project Location

County Mendocino
City Fort Bragg
Region
Lat / Long
Cross Streets Simpson Lane and State Route 1
Parcel No.
Township 18N **Range** **Section** 24 **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Residential and commercial

Project Issues Biological Resources; Toxic/Hazardous; Water Quality; Wetland/Riparian

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 1E; Department of Parks and Recreation; Department of Water Resources; Caltrans, District 1; California Highway Patrol; Native American Heritage Commission; Regional Water Quality Control Bd., Region 5 (Sacramento); Air Resources Board, Transportation Projects

Date Received 09/19/2008 **Start of Review** 09/22/2008 **End of Review** 10/21/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

Government Comment Letter 3: City of Fort Bragg



CITY OF FORT BRAGG

Incorporated August 5, 1889
416 N. Franklin St.
Fort Bragg, CA 95437
Phone: (707) 961-2823
Fax: (707) 961-2802
<http://city.fortbragg.com>

October 27, 2008

Steven Blair
Project Management
California Department of Transportation
P.O. Box 3700
Eureka, CA 95502-3700

SUBJECT: Support for Safest Traffic Alternative for Simpson Lane/State Route 1 Intersection Project

Dear Mr. Blair:

The Fort Bragg City Council would like to take this opportunity to thank the staff at Caltrans for investigating circulation and safety improvements for the intersection of State Route 1 and Simpson Lane. We also appreciate the effort initiated by the Caltrans Project team to meet with community members, participating in well-attended meetings at Fort Bragg Town Hall in March and October 2008.

When making a decision about which alternative to construct, we ask that Caltrans consider the issues that the Fort Bragg City Council raised in our letter to Caltrans dated November 26, 2007. In that letter, we noted the following issues identified by the City Council and members of the public:

- (1) The intersection improvements should include enhanced facilities for pedestrians and bicyclists. At a minimum, crosswalks should be included on Simpson Lane, Tregoning, and on S.R. 1 on the north side of the intersection, and bike lanes should be provided on S.R. 1.
- (2) The shoulder of this stretch of S.R. 1 is the Pacific Coast Bike Route. An 8' wide bike lane should be provided, if feasible.
- (3) Caltrans should endeavor to keep the shortest possible crossing distances for pedestrians. Suggestions included having 11' travel lanes and/or having only single lane approaches to the intersection (with turn pockets). This would also reduce the need for lengthy right-of-way acquisition, thus reducing project costs.
- (4) Concerns were expressed about increased vehicles speeds associated with the proposed intersection widening (five+ lane cross-sections). There are a considerable number of driveways that access S.R. 1 along the stretch just north of Simpson Lane. Increased vehicle speeds may make it less safe for vehicles turning in and out of nearby businesses.

Increased vehicle speeds may make it less safe for vehicles turning in and out of nearby businesses.

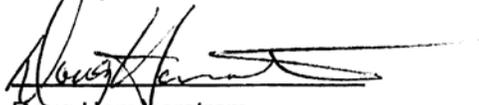
- (5) Caltrans should consider allowing U-turns at the intersection, particularly for southbound travelers, as it is difficult for vehicles exiting the many driveways on the west side of S.R. 1 just north of the intersection to make outbound left turns on to S.R. 1.

The City Council hopes that Caltrans will select the alternative which is the safest alternative for this intersection and which best addresses the issues raised in our November 26, 2007 letter, as reiterated above.

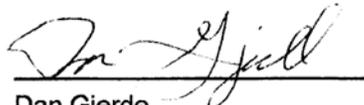
While the intersection is one-half mile south of the Fort Bragg city limits, this section of the State Route 1 corridor is a very important gateway to our town. Should Caltrans select the round-about alternative, we would like to see the project include attractive landscaping, and we would be open to discussions with Caltrans, Mendocino County and the City of Fort Bragg regarding landscaping and maintenance responsibilities for the roundabout.

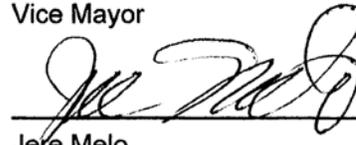
Again, we appreciate all of the effort Caltrans has put into creating the best possible project, and for considering our comments.

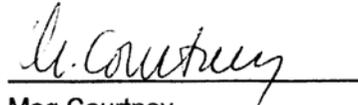
Sincerely


Doug Hammerstrom
Mayor


Dave Turner
Vice Mayor


Dan Gjerde
Councilmember


Jefe Melo
Councilmember


Meg Courtney
Councilmember

Cc: Sandra Rosas, Senior Environmental Planner

Government Comment Email/Letter 4: Mendocino County Planning Dept



"Richard Miller"
<millerr@co.mendocino.ca.us
>
10/30/2008 02:52 PM

To <sandra_rosas@dot.ca.gov>
cc
Subject Simpson Ln. Intersection Project - Fort Bragg

Hi Sandra:

I wanted to provide you with a Mendocino County response to the I.S. and Neg. Dec. for this project. I did attend the public workshop in Fort Bragg earlier this month and found it to be very informative.

Generally, The County Planning Division supports the roundabout alternative over the traffic signal. We ask that you please review the width of the proposed project and ensure that the improvement is as narrow as possible. Does the project need to have 8 foot wide shoulders for instance or would 4 foot wide shoulders suffice? We would like to have an estimate of the number of road signs required for the project. We would strive to reduce sign clutter on the highway. We would like to see Caltrans propose or support a visually pleasing center island for the roundabout. This intersection acts as a "gateway" to Fort Bragg (even though it is located in the unincorporated area of the County) and the project provides a great opportunity to have a "context sensitive design" on display.

As a side note - I noticed that the CEQA checklist is missing the titles to the boxes which makes it difficult to understand, ie. "potentially significant", "less than significant", or "no impact". I assume this was a simple printing error.

Thank you for the opportunity to respond and we look forward to moving the project through the CDP process as quickly as possible.

Rick Miller, Senior Planner

County of Mendocino
Planning & Building Services Department
790 S. Franklin Street, Fort Bragg, CA 95437
phone: (707) 964-5379
fax: (707) 961-2427
email: millerr@co.mendocino.ca.us
website: www.co.mendocino.ca.us/planning

RESPONSE TO GOVERNMENT AGENCIES

Response to Letter 1: Office of Planning and Research: State Clearinghouse

Caltrans received a letter from the State Clearinghouse indicating compliance with the 30 day review requirements for the draft environmental document under CEQA.

Response to Letter 2: Native American Heritage Commission

Caltrans received a letter from the Commission listing CEQA requirements. Caltrans has complied with these requirements.

Response to Letter 3: City of Fort Bragg

Pedestrian and bike lanes will be included in the design. Caltrans will continue to coordinate with the City to incorporate feasible and buildable design features. The City has asked that Caltrans select the safest alternative. It has been determined that the roundabout is the safest alternative.

Response to Letter 4: Mendocino County Planning Department

Caltrans will work with the County regarding concerns about shoulder width and the number of road signs. Caltrans will also be coordinating with Rick Miller, Mendocino County Planning Department, to obtain the Coastal Development Permit.