

DEPARTMENT OF TRANSPORTATION**DISTRICT 6**

1352 WEST OLIVE AVENUE

P.O. BOX 12616

FRESNO, CA 93778-2616

PHONE (559) 444-2493

FAX (559) 445-5875

TTY 711

www.dot.ca.gov

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May 28, 2019

Governor's Office of Planning & Research

MAY 28 2019

STATE CLEARINGHOUSE

06-FRE-99-17.49

North and 99 Travel Center

EA Application No. P18-02233

SCH No. 201904916

SENT VIAL EMAIL

Mr. Jarred Olsen

Planner III

City of Fresno

Development and Resource Management Department

2600 Fresno Street

Fresno, CA 93721

Dear Mr. Olsen:

Thank you for including Caltrans in the environmental assessment review process for the project referenced above. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

We provide these comments consistent with the State's smart mobility goals that support a vibrant economy and build communities. The following comments are based on the review of the Initial Study and Mitigated Negative Declaration contained within the Environmental Assessment (EA) Application P18-02233:

Caltrans concurs with the requirement of the project to pay its fair share of traffic impact fees to the State Route 99 southbound off-ramp to North Avenue. The fair share should be based on the Existing Plus Project impacts as indicated in the Project's traffic impact study and as cited in our comment letter dated April 6, 2018, attached herein.

If you have any further questions, please contact me at (559) 444-2493.

Sincerely,

A handwritten signature in black ink, appearing to read "David Padilla".

DAVID PADILLA

Associate Transportation Planner

Division of Transportation Planning

Attachment: Caltrans Comment Letter, dated April 6, 2018

c: Michael Navarro, Chief, Planning North Branch, Caltrans
State Clearinghouse

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STATE CLEARINGHOUSE

06-FRE-99-17.49
North and 99 Travel Center
Traffic Impact Study

Ms. Jill Gormley, T.E.
Traffic Engineering Manager
City of Fresno
2600 Fresno Street
Fresno, California 93721

Dear Ms. Gormley:

Thank you for including Caltrans in the environmental review process for the project referenced above. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans has completed its review of the traffic impact study (TIS) for a proposed commercial development on a 3.92-acre site that is situated on the northeast corner of the intersection of North Avenue and Orange Avenue, adjacent to the State Route (SR) 99 southbound off-ramp. The development would include a gas station with a convenience market and 12 fueling positions; a 1,998 square-foot coffee/donut shop with drive-through; a 2,992 square-foot fast-food restaurant (no drive-through window); and a 6,000 square-foot fast-food restaurant with drive-through window. Traffic generated by this proposed development would impact the existing SR 99 split-interchange at North Avenue and Cedar Avenue. The proposed development is also proposing a driveway accessing North Avenue approximately midway between the SR 99 southbound off-ramp intersection and the intersection of North Avenue and Orange Avenue (TIS Figure 3). It is indicated that the driveway would be limited to right-in and right-out movements.

It is understood that the existing SR 99 split-interchange at North Avenue and Cedar Avenue will be ultimately be reconstructed as a single interchange at North Avenue. The final design alternative has not yet been selected; however, it is likely to be either a spread diamond or a two-quadrant cloverleaf (Type L-9). The project is being designed by Caltrans and locally funded. It is also our understanding that current construction schedule of this replacement interchange is in the 2025/26 fiscal year. Caltrans has the following comments:

1. Due to the planned reconstruction of the split-interchange, it is recommended that the project not construct a driveway accessing North Avenue. The location of a driveway could potentially be inconsistent with the reconstructed interchange. Caltrans Highway Design Manual (HDM) Topic 504.8 indicates an advisory design standard that access control should extend 100 feet beyond the end of the curb return or ramp radius in urban areas. The mandatory standard states that "access control shall extend at least 50 feet beyond the end of the curb return, ramp radius, or taper." Refer to Caltrans HDM Figure 504.8 for typical

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to enhance California's economy and livability"*

examples of access control at interchanges. Caltrans HDM Topic 504.8 also indicates that "through a combination of access control and the use of raised median islands along the local facility, right-in/right-out access may be permitted beyond 200 feet from the ramp intersection; however, since the final design of the reconstructed interchange is unknown at this time, it is unknown if the proposed location of the proposed driveway would be consistent with Caltrans HDM Topic 504.8. Additionally, it is unknown if the final design of the reconstructed interchange would include vertical curve adjustments to this segment of North Avenue. Such geometric adjustments might result in the need to significantly reconstruct or remove any driveways that were established. It is conceivable that access control may be added with the final design on North Avenue to Orange Avenue.

2. Caltrans concurs with the TIS's recommendation (Existing Plus Project) that signal controls would be required at the SR 99 southbound off-ramp to North Avenue intersection in order to satisfactorily accommodate the projected demand at this ramp intersection.
3. Caltrans concurs with the TIS's recommendation (Near Term Plus Project) that the lane configurations at the SR 99 southbound off-ramp to North Avenue would require modification in order to satisfactorily accommodate the projected demand at this ramp intersection. The modifications would require widening to accommodate two eastbound through lanes, a westbound through lane with a westbound to southbound left-turn lane, and a southbound through lane with a southbound to westbound right-turn lane and dual southbound to westbound left-turn lanes. However, any widening required on the east leg of this existing off-ramp intersection would be severely constrained, due to the width of the existing North Avenue bridge structure.
4. Caltrans concurs with the TIS's recommendation (Near Term Plus Project) that signal controls would be required at the SR 99 northbound entrance-ramp from North Avenue in order to satisfactorily accommodate the projected demand at this ramp intersection.
5. Caltrans concurs with the TIS's recommendation (Near Term Plus Project) that the lane configurations at the SR 99 northbound entrance-ramp from North Avenue would require modification in order to satisfactorily accommodate the projected demand at this ramp intersection. The modifications would require widening to accommodate two eastbound through lanes with dual eastbound to northbound left-turn lanes, and two westbound through lanes. However, any widening required on the west leg of this existing entrance-ramp intersection would be severely constrained, due to the width of the existing bridge structure.
6. Caltrans concurs that that segment of North Avenue that is situated between the SR 99 southbound off-ramp intersection and the intersection of North Avenue and Orange Avenue should be widened to fully accommodate two westbound through lanes and a bike lane. However, it is unknown if the final design of the reconstructed interchange would include vertical curve adjustments to this segment of North Avenue. Such geometric adjustments might result in the need to significantly reconstruct any modifications made to this segment of North Avenue that might be made in the near future.

Any interim improvements such as signal controls, lane additions, or bridge widening placed at this existing ramp intersection in the near future would likely be discarded at the time of reconstruction.

In lieu of constructing the opening day impacts to the SR 99/North Avenue southbound off-ramp, the City could consider having the project proponent pay its fair share towards the needed

Ms. Jill Gormley, T.E.

April 6, 2018

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improvements. The fair share could be applied to the planned SR 99/North Avenue interchange. The traffic consultant should prepare and submit a cost estimate for our review.

If you have any further questions, please contact David Padilla, Associate Transportation Planner, Transportation Planning-North Branch, at (559) 444-2493.

Sincerely,

A handwritten signature in dark ink, appearing to read 'M. Navarro', with a stylized, cursive script.

MICHAEL NAVARRO, Chief
Transportation Planning North Branch