

Appendix A

EXHIBIT "A"

That portion of Parcel 1 of Parcel Map No. 645 filed on May 16, 1974, in Book 7 of Parcel Maps, at Page 45, in the Office of the Tulare County Recorder, and described in the Grant Deed to Mary Helen Licon and Catarino Licon, Jr., recorded on March 9, 2009, as Document No. 2009-0013658, Tulare County Official Records, lying within the Northeast quarter of Section 14, Township 19 South, Range 24 East, M.D.B.&M., in the County of Tulare, State of California, described as follows:

COMMENCING at the Northeast corner of said Northeast quarter of Section 14, thence along the East line of said Northeast quarter of Section 14, South 00°08'09" East 241.09 feet to the Easterly prolongation of the North line of said Parcel 1; thence along said prolongation and North line, South 50°31'31" West 64.62 feet to the **POINT OF BEGINNING**; thence leaving said North line, South 00°08'08" East 136.81 feet to the beginning of a curve to the right, having a radius of 7,940.00 feet; thence 241.00 feet Southerly along said curve, through a central angle of 01°44'21" to a point on the South line of said Parcel 1; thence along said South line, North 89°58'59" West 10.00 feet to the beginning of a non-tangent curve concave to the West, having a radius of 7,930.00 feet, and a radial bearing of South 88°23'40" East; thence 240.98 feet Northerly along said curve, through a central angle of 01°44'28"; thence North 00°08'08" West 128.61 feet to a point on the North line of said Parcel 1; thence along said North line, North 50°31'31" East 12.93 feet to the **POINT OF BEGINNING**.

Said description contains 3,737 square feet (0.0858 acres) more or less.

Robert C. Bangert 10-28-09
Robert C. Bangert LS 5250 Date
License Expiration Date: December 31, 2009

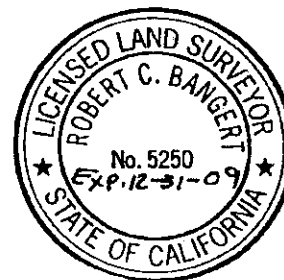


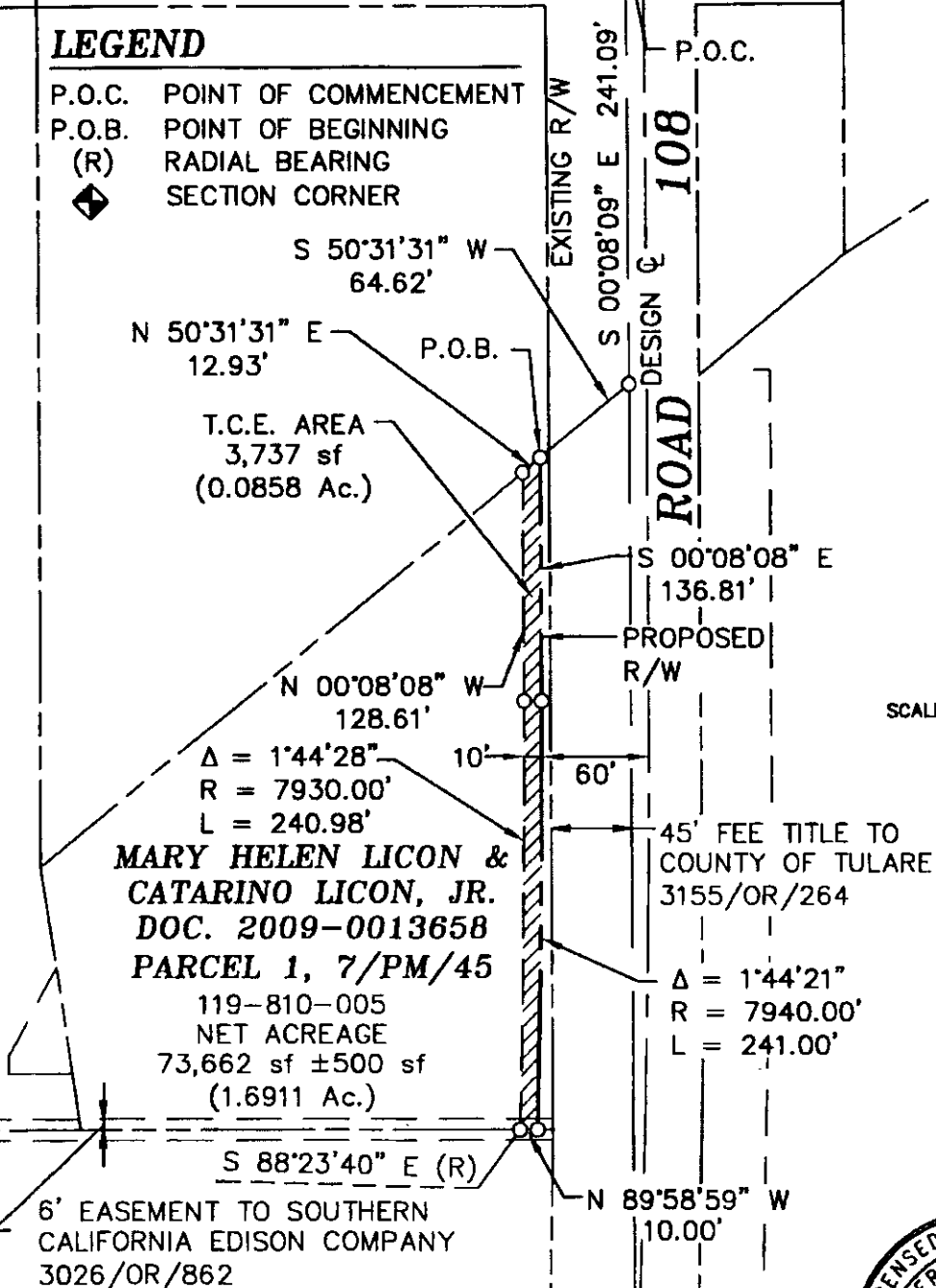
EXHIBIT 'B'

PORTION OF SECTION 14, T. 19 S., R. 24 E., M.D.B.&M.

AVENUE 272

LEGEND

P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
(R) RADIAL BEARING
◆ SECTION CORNER



SCALE: 1"=100'

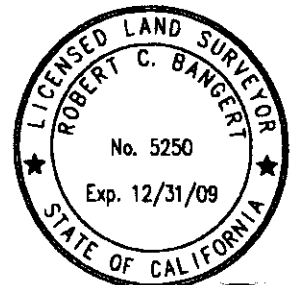
MARY HELEN LICON &
CATARINO LICON, JR.
DOC. 2009-0013658
PARCEL 1, 7/PM/45
119-810-005
NET ACREAGE
73,662 sf ±500 sf
(1.6911 Ac.)

45' FEE TITLE TO
COUNTY OF TULARE
3155/OR/264

Δ = 1°44'21"
R = 7940.00'
L = 241.00'

6' EASEMENT TO SOUTHERN
CALIFORNIA EDISON COMPANY
3026/OR/862

Robert C. Bangert 10-28-09
ROBERT C. BANGERT LS 5250 DATE
LICENSE EXPIRATION DATE: DECEMBER 31, 2009



ROAD 108 PS&E

TEMPORARY CONSTRUCTION EASEMENT

EXHIBIT "A"

That portion of Parcel 1 of Parcel Map No. 645, filed on May 16, 1974, in Book 7 of Parcel Maps, at Page 45, in the Office of the Tulare County Recorder, and described in the Grant Deed to Mary Helen Licon and Catarino Licon, Jr., recorded on March 9, 2009, as Document No. 2009-0013658, Tulare County Official Records, lying within the Northeast quarter of Section 14, Township 19 South, Range 24 East, M.D.B.&M., in the County of Tulare, State of California, described as follows:

COMMENCING at the Northeast corner of said Northeast quarter of Section 14, thence along the East line of said Northeast quarter of Section 14, South $00^{\circ}08'09''$ East 241.09 feet to the Easterly prolongation of the North line of said Parcel 1; thence along said prolongation, South $50^{\circ}31'31''$ West 58.18 feet to a point on the West line of the real property described in the Grant Deed to the County of Tulare, recorded January 30, 1974, in Volume 3155, at Page 264, Tulare County Official Records, said point being the **POINT OF BEGINNING**; thence along said West line, South $00^{\circ}08'09''$ East 381.88 feet to the Southeast corner of said Parcel 1; thence leaving said West line, North $89^{\circ}58'59''$ West 8.64 feet along the South line of said Parcel 1, to the beginning of a non-tangent curve, concave to the West, having a radius of 7,940.00 feet, and a radial bearing of South $88^{\circ}23'47''$ East; thence leaving said South line, 241.00 feet northerly along said curve, through a central angle of $01^{\circ}44'21''$; thence North $00^{\circ}08'08''$ West 136.81 feet to a point on the North line of said Parcel 1; thence along said North line, North $50^{\circ}31'31''$ East 6.44 feet to the **POINT OF BEGINNING**.

Said description contains 2,186 square feet (0.0502 acres) more or less.

Robert C. Bangert 10-28-09
Robert C. Bangert LS 5250 Date
License Expiration Date: December 31, 2009

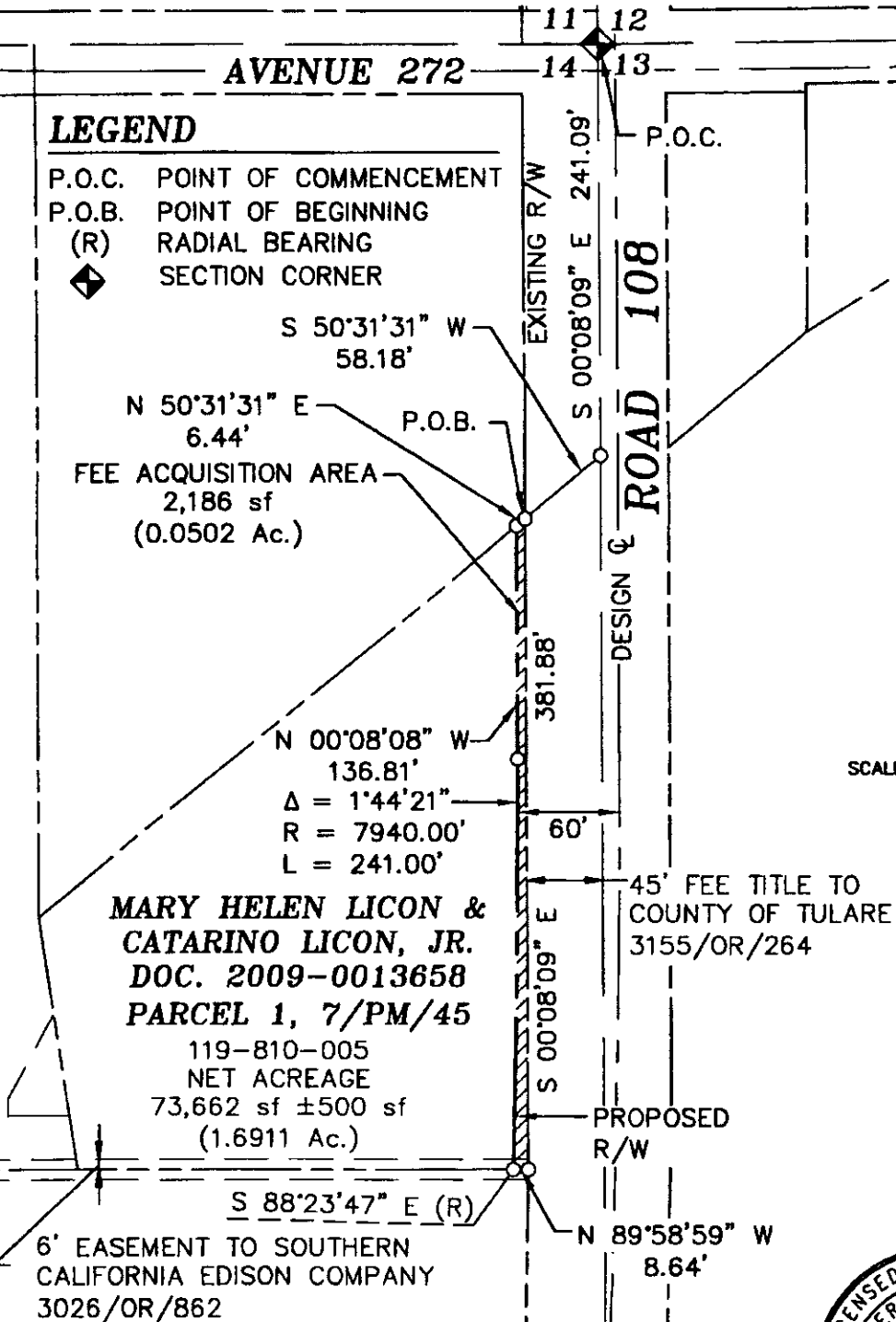


EXHIBIT 'B'

PORTION OF SECTION 14, T. 19 S., R. 24 E., M.D.B.&M.

LEGEND

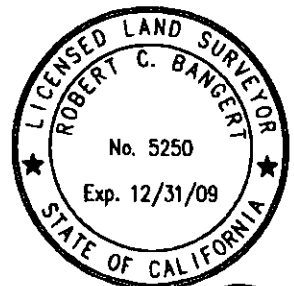
P.O.C. POINT OF COMMENCEMENT
P.O.B. POINT OF BEGINNING
(R) RADIAL BEARING
◆ SECTION CORNER



Robert C. Bangert

10-28-09

ROBERT C. BANGERT LS 5250 DATE
LICENSE EXPIRATION DATE: DECEMBER 31, 2009



ROAD 108 PS&E
FEE ACQUISITION

Appendix B

RESOURCE MANAGEMENT AGENCY



5961 SOUTH MOONEY BLVD.
VISALIA, CA. 93277
PHONE (559) 624-7000
FAX (559) 730-2653

Britt L. Fussel Engineering
William Hayter Development Svcs.
Jean P. Brou Transportation
Jake Raper Planning
Hal Cypert Support Services
Roger Hunt Admin. Svcs.

JAKE RAPER JR., AICP, DIRECTOR

October 22, 2009

Catarino Licon and Mary Licon
27115 Road 108
Visalia, CA 93277

Subject: Notice of Hearing regarding Adoption of a Resolution of Necessity to Acquire Property by Eminent Domain Pursuant to California Code of Civil Procedure Section 1245.235

Dear Catarino Licon and Mary Licon:

Please take notice that the Board of Supervisors of the County of Tulare, at a regular meeting to be held on Tuesday, November 10, 2009 at 9:30 A.M., in the chambers of the Board of Supervisors in the Administration Building, 2800 West Burrell Avenue, Visalia, California, will hold a hearing to consider the adoption of a Resolution of Necessity pursuant Sections 1245.220 and 1245.230 of the California Code of Civil Procedure.

The Resolution of Necessity, if adopted, will authorize the County of Tulare to acquire 1 parcel by eminent domain for the Road 108 Widening Project. The parcel being considered for acquisition is described in Appendix A to the proposed Resolution of Necessity.

You have a right to appear and be heard by the Board of Supervisors at the above-scheduled hearing on each of the following matters and issues before it decides whether to adopt the proposed Resolution of Necessity:

- a. Whether the public interest and necessity require the proposed project;
- b. Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c. Whether the property sought to be acquired is necessary for the project;
- d. Whether the offer required by Government Code section 7267.2(a), together with the accompanying statement and summary of the basis for the amount established as just compensation, was made to you and whether the offer and statement and summary were in the form and contained the factual information required by Government Code section 7267.2(a).

If you desire to be heard, you must file a written request with the Clerk of the Board of Supervisors within fifteen (15) days after this Notice was mailed. You must file your request to be heard at:

Clerk of the Board of Supervisors
Tulare County Administration Building
2800 West Burrel Avenue
Visalia, CA 93291

Should you elect to mail your request to the Clerk of the Board of Supervisors, it must actually be received by the Clerk within fifteen (15) days after this Notice was mailed. The date this Notice was mailed appears at the end of the Notice.

Please note that, pursuant to California Code of Civil Procedure section 1245.235(b)(3), failure to file a written request to be heard within fifteen (15) days after the Notice was mailed will result in waiver of the right to appear and be heard.

The amount of compensation to be paid for the property will not be considered by the Board of Supervisors at the hearing. If you do not appear at the hearing, your failure to appear will not prevent you from claiming greater compensation in accordance with the laws of the State of California.

If you do not appear at the hearing, your failure to appear will waive your right to later challenge the right of the Board of Supervisors to acquire the property by eminent domain.

Neither this Notice nor the adoption of the Resolution of Necessity, if it is adopted, are intended to foreclose further negotiations between you the County on the amount of compensation to be paid for your property.

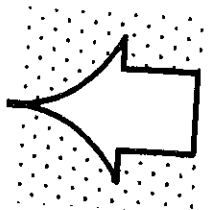
If the Board of Supervisors adopts the Resolution of Necessity, within six months the Board of Supervisors will commence eminent domain proceedings in the Tulare County Superior Court for the acquisition of the property. In that proceeding, the Court will determine the amount of compensation to be paid for the acquisition.

Dated and mailed on October 22, 2009.

Yours very truly,



Robert Newby
Property Manager

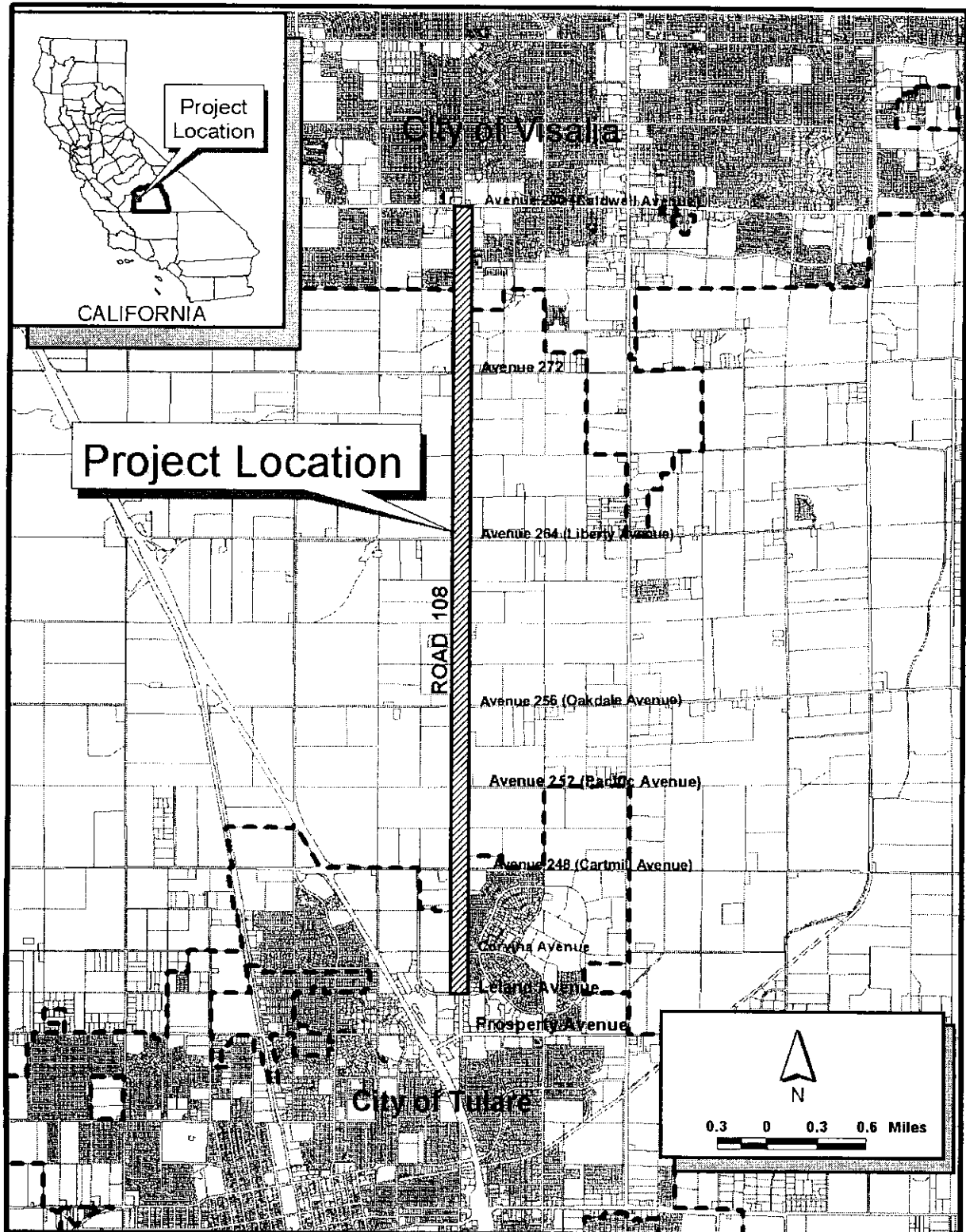


Enclosures: Appendix A-Plats and Legal Descriptions
Appendix B-Government Code section 7267.2(a)

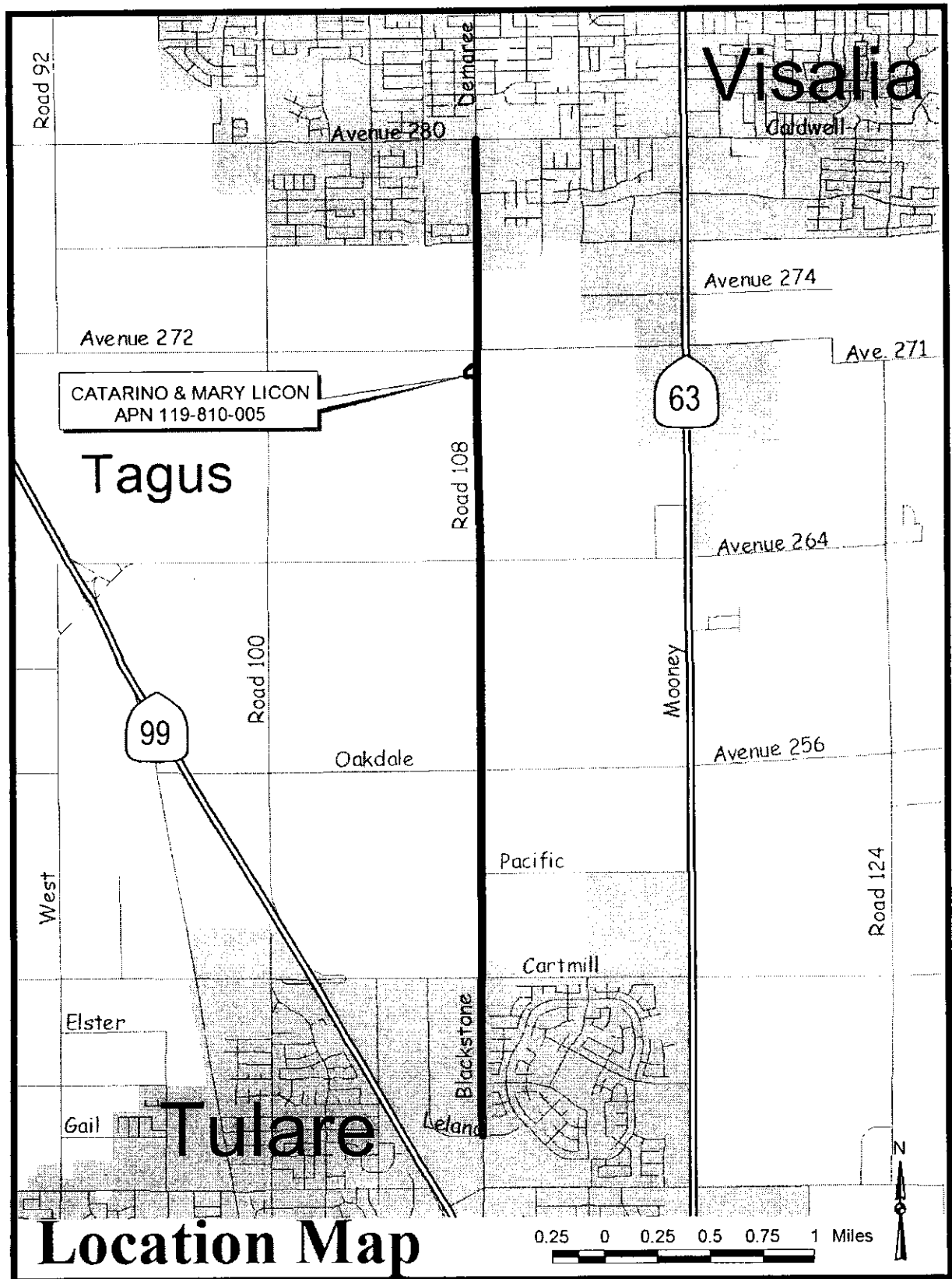
GOVERNMENT CODE

SECTION 7267.2(a)

7267.2. (a) (1) Prior to adopting a resolution of necessity pursuant to Section 1245.230 of the Code of Civil Procedure and initiating negotiations for the acquisition of real property, the public entity shall establish an amount that it believes to be just compensation therefor, and shall make an offer to the owner or owners of record to acquire the property for the full amount so established, unless the owner cannot be located with reasonable diligence. The offer may be conditioned upon the legislative body's ratification of the offer by execution of a contract of acquisition or adoption of a resolution of necessity or both. The amount shall not be less than the public entity's approved appraisal of the fair market value of the property. A decrease or increase in the fair market value of real property to be acquired prior to the date of valuation caused by the public improvement for which the property is acquired, or by the likelihood that the property would be acquired for the improvement, other than that due to physical deterioration within the reasonable control of the owner or occupant, shall be disregarded in determining the compensation for the property.



Vicinity Map for Road 108 Widening



Chapter 1 Proposed Project

1.1 Introduction

The County of Tulare (COT) and the Cities of Tulare and Visalia, in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to widen approximately 4.75 miles of the Road 108 travel corridor. The proposed Project is included in the 2004 State Transportation Improvement Program (STIP), adopted by the California Transportation Commission on August 5, 2004. The Project is also included in the 2004 Regional Transportation Plan for Tulare County, adopted by Tulare County Association of Governments (TCAG) on August 9, 2004.

The proposed Project is located in the City of Tulare, unincorporated Tulare County, and the City of Visalia. The project area is east of State Route (SR) 99 and extends from Leland Avenue in the City of Tulare to the intersection of Road 108 and Caldwell Avenue/Avenue 280 in the City of Visalia, a distance of 4.75 miles (see Figure 1-1). Within the City of Tulare, Road 108 is named Hillman Street; within the City of Visalia it is named Demaree Road. For consistency, this document will refer to the roadway by its county designation of Road 108.

Road 108 was originally constructed in 1976 as a two-lane rural highway and has since been overlaid with an additional 2.5 inches of asphalt (Transportation Planning Group 1998). Portions of the road in the Cities of Tulare and Visalia have been widened to four lanes; however, within the project corridor, Road 108 is primarily two lanes on an 84-foot right-of-way. The posted speed limit is 55 miles per hour (mph) in rural areas.

The land surrounding the project area is relatively flat (average elevation is approximately 310 feet) and includes a waterway (Packwood Creek) and irrigation canals (Tulare Irrigation District Canal, North Branch Canal). In the City of Tulare, land uses include agricultural, urban residential, and commercial uses. Between the City of Tulare and the City of Visalia, the primary land use is agriculture, including several dairies. Land uses in the City of Visalia include commercial uses, urban residential uses, rural single-family homes, a church, and agricultural uses.

1.2 Purpose and Need

The proposed Project would increase the traffic capacity on Road 108 between the cities of Tulare and Visalia and upgrade traffic controls at major intersections. The increase in capacity is needed to accommodate the increase in traffic volumes along Road 108 as a result of the urbanization of both the City of Tulare and the City of Visalia (Transportation Planning Group 1998). Additional detail is provided below.

1.2.1 Purpose

The specific purposes and objectives of the proposed Project are to:

- accommodate regional development and corresponding increases in traffic volumes;
- be consistent with existing and planned local development;
- provide congestion relief to improve traffic flow on the regional transportation system;
- improve the safety and operation of vehicles crossing Road 108 and at the intersections of Road 108 and Avenue 256, Avenue 264, and Avenue 272; and
- improve the flow and safety of traffic at major intersections that are controlled by two-way stop signs.

1.2.2 Need

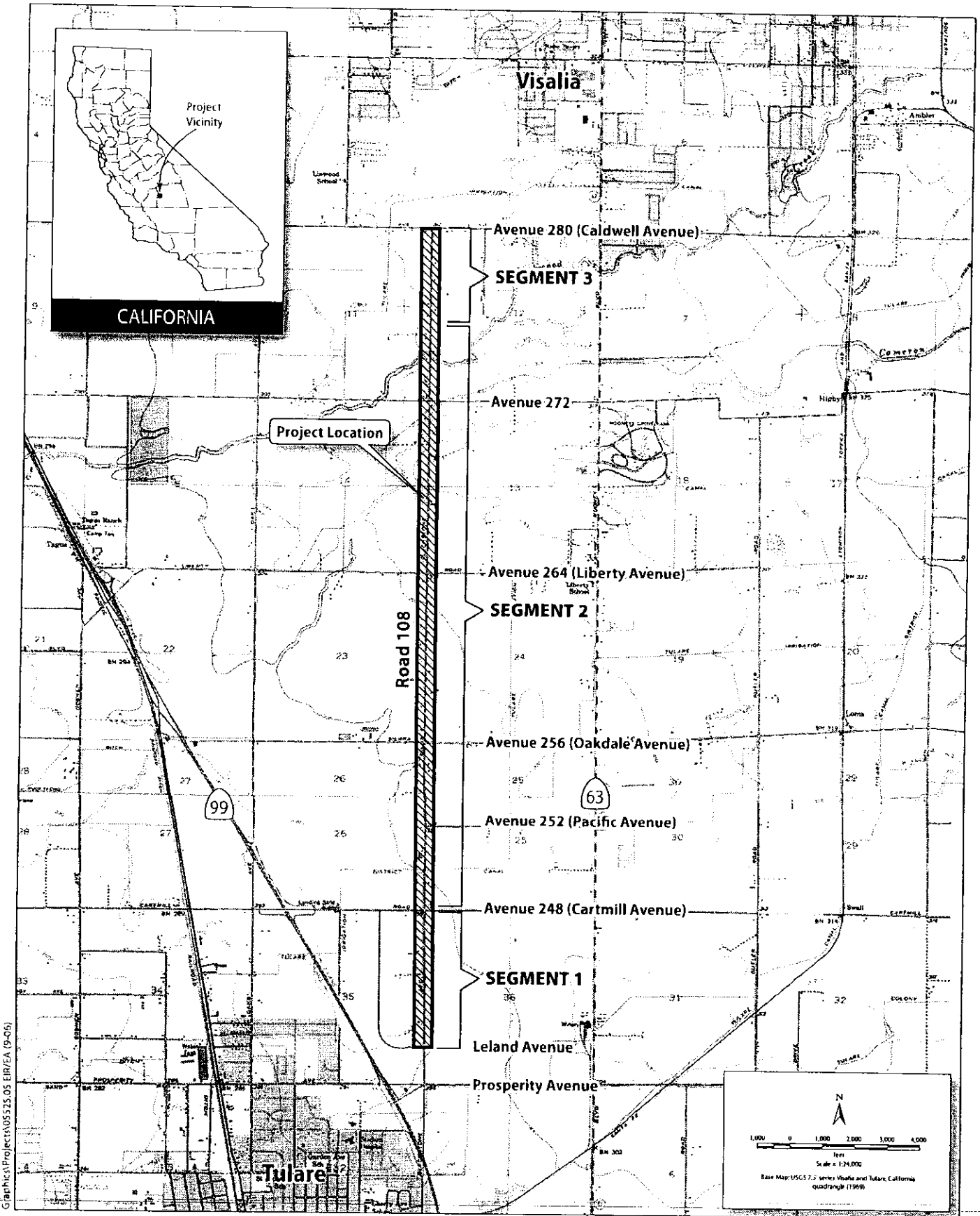
Over the past 20 years, there has been a continuous increase in traffic volumes along Road 108 as a result of the urbanization of both the City of Tulare and the City of Visalia (Transportation Planning Group 1998). Widening Road 108 to a four-lane divided highway would accommodate this increase.

As part of the project study report (PSR) (Transportation Planning Group 1998), a traffic analysis was completed for the project roadway segment. This analysis studied existing conditions, 2020 conditions with the existing geometrics, and 2020 conditions with the proposed geometrics at six intersections in the segment. This analysis was revised in 2002 in the final traffic operations analysis (OMNI-MEANS 2003) to include the forecasted traffic volumes for 2030. The six intersections analyzed, and the current intersection control types, are:

- Road 108 at Leland Avenue (signalized)
- Road 108 at Avenue 248 (Cartmill Avenue) (signalized)
- Road 108 at Avenue 256 (Oakdale Avenue) (two-way stop on Avenue 256)
- Road 108 at Avenue 264 (Liberty Avenue) (two-way stop on Avenue 264)
- Road 108 at Avenue 272 (two-way stop on Avenue 272)
- Road 108 at Avenue 280 (Caldwell Avenue) (signalized)

The traffic operations analysis indicates that the existing afternoon peak hour level of service (LOS) at the intersection of Road 108 and Avenue 272 is level E (unstable flow); the intersection of Road 108 and Avenue 264 operates at LOS F (forced flow). Road users experience significantly long queuing at these intersections. LOS F consists of jammed conditions and is generally considered to be unacceptable to most drivers. The existing afternoon peak hour LOS at these two intersections is below the standard adopted by the COT (LOS D).

The traffic operations analysis also indicates the 2030 traffic volumes would result in most of the studied intersections operating below the adopted standard at peak hours. Further, five of the six intersections are expected to operate at LOS F during the afternoon peak hour without road improvements, and three of the six intersections are expected to operate at LOS F during the morning peak hour without improvements.



With project improvements, each of the intersections would operate within or above the adopted standards of the COT (LOS D) and the Cities of Tulare (LOS D) and Visalia (LOS C).

1.3 Alternatives

This section describes, in detail, the project alternatives developed by the Project Development Team, composed of representatives from the Cities of Tulare and Visalia, the COT, and the Tulare Irrigation District, to achieve the project purpose and need while avoiding or minimizing environmental impacts.

1.3.1 Alternatives Development Process

The Project Development Team developed alignment alternatives with the goal of reducing or eliminating potential right-of-way impacts. The primary purpose and objective of the proposed Project is to increase traffic capacity on Road 108 to accommodate the increase in traffic volumes on the roadway consistent with current and planned development. Because of this primary purpose, widening other roadways in the vicinity of Road 108, such as Road 100 to the west or Mooney Boulevard (SR 63) to the east, would not feasibly attain the purpose and need of the Project and were not considered reasonable alternatives to the proposed Project. The creation of a new roadway corridor was also considered unreasonable, as the impacts it would cause would be far greater than improving an existing roadway corridor. Therefore, only the widening of Road 108 is considered in this report.

Road 100, one mile west of Road 108, is a two-lane undivided roadway south of Avenue 280 and is surrounded by rural and agricultural land uses. While local travelers do use Road 100 to travel between the Cities of Visalia and the northern portion of the City of Tulare, Road 100 only continues as far south as Cartmill Avenue and does not provide a direct north-south connection between the urbanized portions of the two cities. Within Tulare County, at SR 99, Road 100 merges into Diagonal 103 Drive and connects with Cartmill Avenue, an east-west roadway in the northern portion of the City of Tulare.

The widening of Road 100 from two to four lanes would cause similar impacts as the widening of Road 108, such as effects on land uses (primarily conversion of agricultural lands and property acquisition), permanent loss of foraging habitat for San Joaquin kit fox, the placement of fill in other waters of the United States (Packwood Creek and irrigation canals), and increases in noise levels for sensitive receptors adjacent to the roadway, such as private residences. Further, because Road 108 connects directly to established residential and commercial areas within both the City of Visalia and the City of Tulare, widening Road 100 would not reduce the impacts of current traffic congestion experienced on Road 108.

Mooney Boulevard (SR 63), one mile east of Road 108, is primarily a four-lane divided roadway with sections having up six lanes in the City of Visalia. Mooney Boulevard is heavily used and is a significant north-south arterial roadway in the region. Further widening of this roadway within the City of Visalia would not be feasible because of existing development along the Mooney Boulevard corridor. The availability of the four-lane roadway currently does not

alleviate congestion on Road 108. In addition, further widening of Mooney Boulevard within the COT would cause similar impacts as the widening of Road 108.

Because the primary purpose and objective of the proposed Project is to alleviate congestion within the Road 108 corridor between the Cities of Visalia and Tulare, only this corridor location is considered in this report.

1.3.2 Proposed Project

The proposed Project crosses three jurisdictions from south to north; however, it is considered a single project for construction and funding purposes. The Project has been broken down into three segments representing these three jurisdictions. The following summarizes portions of the Project in each of the jurisdictions:

- City of Tulare (Appendix A, Sheet L1 and L2)—Segment 1: From Leland Avenue to Avenue 248 (approximately 0.75 mile);
- County of Tulare (Appendix A, Sheets L2 through L11B)—Segment 2: From Avenue 248 to the southern Visalia city limits (approximately 3.6 miles);
- City of Visalia (Appendix A, Sheets L11B through L12)—Segment 3: From the southern city limits to Avenue 280 (approximately 0.4 mile).

The proposed Project would consist of the following elements:

- widening the existing Road 108 from two lanes to six lanes between Leland Avenue and Avenue 248 (Cartmill Avenue) in the City of Tulare;
- widening the existing Road 108 from two lanes to four lanes from Avenue 248 to Avenue 280 (Caldwell Avenue) in the COT and City of Visalia;
- adding a divided roadway median;
- installing new traffic signals at Avenues 256, 264, and 272;
- widening the existing box culverts on two irrigation canals and Packwood Creek;
- realigning the affected utilities; and
- acquiring property for rights-of-way as necessary to complete the proposed Project.

Because the proposed Project would cross three jurisdictions, the widths of project features such as medians vary. The Road 108 right-of-way would be 146 feet wide in the City of Tulare north to Avenue 248, 110–120 feet wide in unincorporated Tulare County north to the Visalia city limits, and 110 feet wide in the City of Visalia. Appendix A, Sheet X1 illustrates typical cross-sections for the project features by jurisdiction. At four intersections (Avenues 248, 256, 264, and 272), the east and westbound approaches to Road 108 will be widened for up to 925 feet on either side of Road 108 to provide for separate left-turn lanes for traffic entering Road 108.

The proposed Project is described further below by segment and illustrated on the alignment drawings in Appendix A. The proposed Project is based on the alignments studied and approved

in this project's PSR. The features common to the proposed Project are described separately from the unique features of the alignment options. Two alignment alternatives were developed (Option A and Option B) for portions of the project corridor within Segment 2 to represent the worst case east and west alignment variations through this segment in order to fully identify potential project impacts. Details of each alignment alternative are included below under Alternatives within the Proposed Project.

Design Features of the Proposed Project

Segment 1: City of Tulare, Leland Avenue to Avenue 248

This segment is approximately 0.75 mile long. The required right-of-way has already been acquired along the east side of the roadway from Leland Avenue to approximately 0.5 mile north, where commercial and urban residential uses exist. Aside from these urban uses, the lands on either side of the roadway are in agricultural uses. To allow construction of the proposed Project, the right-of-way would be extended along the east side of Road 108 to Avenue 248, and right-of-way would be acquired along the west side of the road.

Road 108 would be widened on both sides of the existing roadway, generally from two lanes to six lanes. Road 108 would consist of six 12-foot travel lanes, 12-foot parking lanes, and a 30-foot-wide raised median. Left-turn channelization at the intersecting streets would be provided within the median.

Segment 2: Unincorporated Tulare County, Avenue 248 to Visalia City Limits

This segment is approximately 3.6 miles long and runs through a largely rural area. Road 108 crosses Avenues 252, 256, 264, and 272 in this segment; each intersection would be improved as a part of the proposed Project. Right-of-way would have to be acquired on both the east and west sides of the road. North of Avenue 248, the roadway crosses the Tulare Irrigation District Canal. Between Avenue 264 and the Visalia city limits, the roadway crosses the Tulare Irrigation District North Branch Canal and Packwood Creek. The existing structures crossing the canals and the creek would be widened under the proposed Project. A groundwater well for agricultural supply, located on the east side of Road 108 approximately 300–400 feet south of Avenue 256 would be affected by the roadway widening and would need to be abandoned. This well would be replaced where it would not be in conflict with the Project and would provide irrigation water to the nearby farm.

This segment of Road 108 would be widened from two 12-foot lanes with 8-foot outside paved shoulders to four 12-foot lanes with a 14-foot-wide depressed median and 4-foot inside and 8-foot outside paved shoulders. For the first 1.25 miles, between Avenue 248 to north of Avenue 256, the roadway would be widened primarily to the east, then to the east and west for the next 0.25 mile.

On Avenue 272, the proposed right-of-way is 72-feet for approximately 700 feet east and west of Road 108 to allow for left-turn lanes for traffic entering Road 108. It is anticipated the City of Visalia may expand its limits to include Avenue 272. The standard right-of-way width for the City of Visalia is 110 feet. A separate environmental analysis will be conducted at the time the City of Visalia proposes to increase the right-of-way to its standard width.

Segment 3: City of Visalia, Visalia City Limits to Avenue 280

This segment is approximately 0.4 mile long. In this segment, Road 108 would be widened from two to four 12-foot-wide lanes and would include an 18-foot-wide raised, curbed median; two 8-foot-wide outside shoulders; and curbs, gutters, and sidewalks on both sides of the roadway. Road 108 would be widened primarily to the west from the city limits to the intersection with Avenue 280.

1.3.3 Alternatives within the Proposed Project

For the portion of Segment 2 north of Avenue 256 and Packwood Creek, two alignment alternatives have been developed: Base Alignment Options A and B (Appendix A, Sheets L6A, L6B, L7A, L7B, L8A, L8B, L9A, L9B, L10A, L10B, L11A, and L11B). These alignment alternatives focus on the roadway transition through the intersection at Avenue 264, across the North Branch Canal, and through the intersection at Avenue 272. The unique characteristics of Options A and B are described below. These alternatives represent the worst case east and west alignment variations through this segment in order to fully identify potential project impacts. The final roadway alignment may be developed with one of these alternatives or some combination or compromise of their characteristics. Each alternative is described from south to north. References to widening the roadway typically include right-of-way acquisition.

Alignment Option A

Alignment Option A would widen Road 108 equally to the east and west through the intersection with Avenue 264 before transitioning the roadway alignment entirely to the west across the North Branch Canal. A dairy farm owns and farms property on both sides of the North Branch Canal and Road 108. The dairy processing and other related agricultural facilities are located on the north side of the North Branch Canal and east of Road 108. This alternative provides an access corridor 24 feet wide along the edge of the travel way on the east side of Road 108 for the movement of agricultural equipment across the North Branch Canal outside of the travel way. Alignment Option A also would affect the Southern California Edison electrical substation at the southwest corner of the intersection at Avenue 272 (consistent with the PSR Alternative A alignment) but reduce effects on the residential/commercial properties located at the southeast and northeast corners.

Alignment Option B

Alignment Option B would widen Road 108 13 feet further to the east through the intersection at Avenue 264 and then transition to widening both east and west across the North Branch Canal. This alternative would require agricultural equipment to cross the North Branch Canal within the travel way. Option B also would affect those properties at Avenue 272 to a greater degree while reducing effects on the substation (consistent with the PSR Alternative B alignment).

1.3.4 Construction Phasing, Access, and Staging Areas

Construction Phasing

The earliest construction is anticipated to begin in 2008. Road construction will be phased into two northerly and southerly segments. Other construction activities such as utility relocation,

right-of-way clearing, and culvert widening may occur anywhere on the Project after they are authorized. Construction activities may extend to 2012 or longer.

Access and Staging Areas

Construction would be staged to occur on one side of the roadway at a time, at first allowing traffic to remain on the existing side. Traffic would then be transitioned onto the new portion while the existing portion is upgraded, thereby minimizing traffic delays as much as possible. A project traffic management plan would detail the staged construction approach. Access to the project site is currently provided from Road 108. No new access roads would be required. Staging of construction equipment and materials would occur within the limits of the proposed right-of-way. No new staging areas would be required.

1.3.5 Right-of-Way Acquisition

Right-of-way would be acquired in various locations adjacent to the existing roadway. Approximately 67 parcels would be affected, including irrigated farmland, native pasture, orchards, dairies, rural home sites, urban commercial uses, and urban residential uses. Right-of-way would be acquired under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

1.3.6 Transportation System Management and Transportation Demand Management Alternatives

Transportation system management strategies consist of actions that increase the efficiency of existing roadways; they are actions that increase the number of vehicle trips a roadway can carry without increasing the number of through lanes. Examples of transportation system management strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. Transportation demand management focuses on regional strategies for reducing the number of vehicle trips and vehicle miles traveled, as well as increasing vehicle occupancy.

Although transportation system management measures alone or transportation demand strategies alone could not satisfy the purpose and need of the Project, the following transportation system management measure has been incorporated into the proposed Project: The Project will provide similar paved shoulder width for bicycles; the Project will continue to provide the same access availability at intersections and driveways.

Bus transit routes offered by the City of Visalia, the COT and the City of Tulare currently use the Mooney Boulevard corridor to connect the transit systems of the two cities and to provide access to other locations within the county. This combination of transit systems offers regular bus interval service along Mooney Boulevard between the Visalia Transit Center and the Tulare Transit Center and other stops and transfers within the cities and the county. While the addition of an intercity bus route on the Road 108 corridor may provide opportunities for an increase in transit use, the proximity to services being provided on Mooney Boulevard does not make adding a new bus route a feasible alternative to attain the project purpose and need.

1.3.7 No-Project Alternative

The No-Project Alternative was developed to serve as a baseline for assessing project impacts. Under this alternative, the proposed Project would not be constructed. Because additional traffic lanes would not be constructed, the existing roadway would not be able to accommodate increased traffic volumes at acceptable LOS. With the No-Project Alternative, traffic flows on Road 108 would continue to operate at unacceptable LOS during peak hours, resulting in significant traffic delays and long intersection queuing. In addition, as described in Section 1.2, above, the traffic operations analysis indicated that Year 2030 traffic volumes would result in most of the studied intersections operating below the adopted standards at peak hours and five of the six intersections studied operating at LOS F during the afternoon peak hour.

1.3.8 Alternatives Considered but Eliminated from Further Discussion

As discussed above, other corridor alternatives were not considered feasible to satisfy the purpose and need of the proposed Project. The PSR prepared for the Project considered improvements to the Road 108 corridor and did not identify additional corridors that would satisfy the project purpose and need. The PSR described two alignments (Alternatives A and B) within the Road 108 corridor between Leland Avenue and Avenue 280. The Project Development Team, composed of representatives from the Cities of Tulare and Visalia, the COT, and the Tulare Irrigation District, developed these alignment alternatives with the goal of reducing or eliminating potential right-of-way impacts. Alternative A was designed to eliminate possible right-of-way impacts at two dairy farms, three residences, and a commercial area along the west side of Road 108 and three residences on the east side of Road 108. Alternative B was identical to Alternative A except for the alignment at the intersection at Avenue 272. At this intersection, Alternative B curved to the east to reduce potential right-of-way impacts to the Southern California Edison substation located at the southwest corner of the intersection (Transportation Planning Group 1998).

During project design, the two alternatives considered in the PSR were refined to create a base alignment for the proposed Project (described above) in Segment 1 and Segment 3. In further refinement, two alignment alternatives for portions of Segment 2 (Option A and Option B, described above) were developed to minimize specific right-of-way impacts.

1.4 Permits and Approvals Needed

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

Agency	Permit/Approval	Status
United States Fish and Wildlife Service	Section 7 consultation for Threatened and Endangered Species	Informal consultation for San Joaquin kit fox completed. USFWS concurrence on determination of "may affect, not likely to adversely affect" received.
United States Army Corps of Engineers	Section 404 Authorization for fill of waters of the United States	Not yet initiated
California Department of Fish and Game	Section 1602 Streambed Alteration Agreement	Not yet initiated

Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification <ul style="list-style-type: none"> • Compliance with City of Visalia's Storm Water Management Program • Storm Water Pollution Prevention Plan 	Not yet initiated
San Joaquin Valley Air Pollution Control District	Review and approval of Dust Control Plan—compliance with Regulation VIII Compliance with Indirect Source Review	
Tulare Irrigation District	Review of plans	Not yet initiated

