

Stretch of Isleton Road

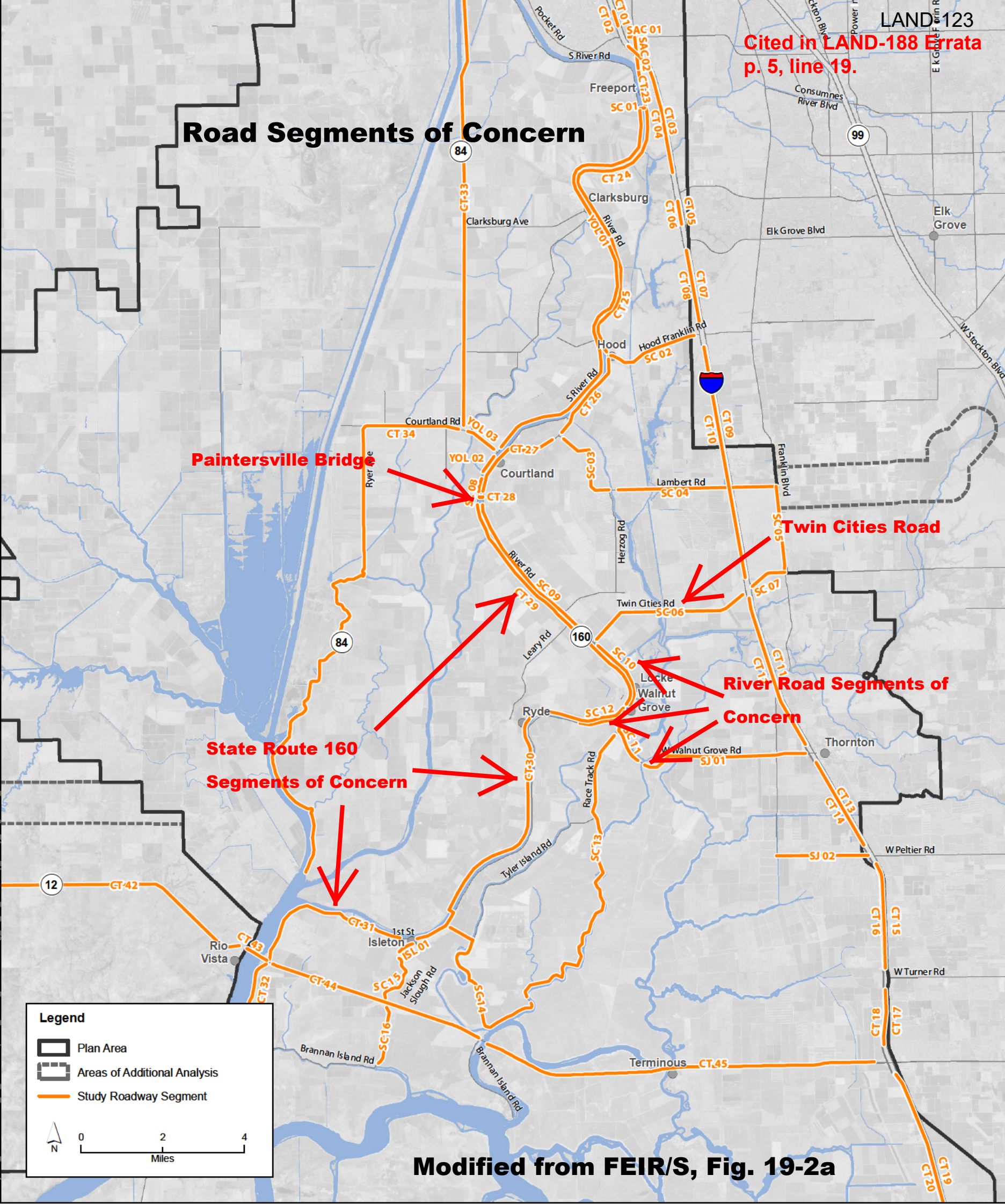
Cited in LAND-188 Errata, p. 6 line 15. LAND-190



Google

Cited in LAND-188 Errata  
p. 5, line 19.

# Road Segments of Concern



**Paintersville Bridge**

**Twin Cities Road**

**River Road Segments of Concern**

**State Route 160 Segments of Concern**

**Legend**

- Plan Area
- Areas of Additional Analysis
- Study Roadway Segment

0 2 4  
Miles

**Modified from FEIR/S, Fig. 19-2a**



1 As a volunteer department, there are only so many fire fighters on staff at a given time.  
 2 We have other careers, responsibilities, and commitments. At mid-day, there may be only two  
 3 or three volunteers on duty. If an accident occurs requiring more volunteers to respond, the  
 4 gridlock can even prevent them from reaching the station, and their equipment, in the first  
 5 place.

6 Construction of the Delta Tunnels would only make these issues worse. The proposed  
 7 project requires considerable truck usage, hauling heavy materials and waste back and forth.  
 8 According to the FEIR/S, there would be a peak of 2,427 construction workers on the job.  
 9 (SWRCB, FEIR/S, p.16-277.) With large increases in traffic on the roads in places like Walnut  
 10 Grove, from both workers and trucks hauling materials, it would be more difficult for the  
 11 department to access accidents. Along with the increased traffic, the trucks hauling material  
 12 would make accidents, spills, and other emergencies more likely.

13 The project would drastically increase daily traffic throughout Delta communities like  
 14 Walnut Grove. The table below is a representative sample of areas analyzed in the FEIR/S  
 15 that I am most concerned about.

16 **Road Segments of Particular Concern**

Road	ID number	Current Hourly Volume Range	Baseline plus Background Growth plus Project Hourly Volume Range
Paintersville Bridge	CT 28	75 to 150	703 to 786
State Route 160, between Paintersville Bridge and Walnut Grove Bridge	CT 29	78 to 128	720 to 786
State Route 160, between Walnut Grove Bridge and A Street in Isleton	CT 30	173 to 465	793 to 1,085

Road	ID number	Current Hourly Volume Range	Baseline plus Background Growth plus Project Hourly Volume Range
State Route 160, between A Street in Isleton and State Route 12	CT 31	193 to 378	813 to 998
River Road between the Paintersville Bridge and Twin Cities Road	SC 09	85 to 134	132 to 183
River Road between Twin Cities Road and Walnut Grove Bridge	SC 10	223 to 365	642 to 793
River Road between Walnut Grove Bridge and Sacramento County Line	SC 11	175 to 332	418 to 587
Isleton Road	SC 12	61 to 283	106 to 328
Twin Cities Road between River Road and I-5	SC 06	130 to 248	543 to 668

(SWRCB-102, FEIR/S, pp.19-208 to 19-217 [Table 19-25]; see also LAND-123.)

According to the FEIR/S, State Route 160 ~~and River Road~~ through Walnut Grove has a level of service threshold of 1,740 vehicles. (See SWRCB-102, FEIR/S, p. 19-1124.) In my experience, this may be possible on straight sections of the road, with no impediments, and all drivers going the exact same speed. With drivers going different speeds, sharp turns, stop signs, farm equipment, driveways, and bridges, 1,740 drivers per hour is unrealistic. With the current traffic volume, it is already dangerous, especially with how impatient many drivers can be.

Currently, when there are problems in other areas, traffic through Walnut Grove increases tremendously. For instance, when there are problems on Highway 12, traffic can be



- 1 • Provisions that direct haulers are to pull over in the event of an emergency. If an emergency
- 2 vehicle is approaching on a narrow two-way roadway, specify measures to ensure that
- 3 appropriate maneuvers will be conducted by the construction vehicles to allow continual
- 4 access for the emergency vehicles at the time of an emergency.
- 5 • Control for any temporary road closure, detour, or other disruption to traffic circulation,
- 6 including any temporary partial water channel closures.
- 7 • Designated offsite vehicle staging and parking areas.
- 8 • Posted information for contact in case of emergency or complaint.
- 9 • Daily construction time windows during which construction is restricted or rail operations
- 10 would need to be suspended for any activity within railroad rights of way.
- 11 • Coordination with rail providers (BNSF Railway, Amtrak, and UPRR) to develop alternative
- 12 interim transportation modes (e.g., trucks or buses) that could be used to provide freight
- 13 and/or passenger service during any longer term railroad closures.
- 14 • Coordination with transit providers (SCT, Tri-Delta, Rio Vista, and Greyhound Bus Lines) to
- 15 develop daily construction time windows during which transit operations would not be either
- 16 detoured or significantly slowed.
- 17 • Routinely post information to the 511.org website regarding construction delays and detours.
- 18 • Other actions to be identified and developed as may be needed by the construction manager/
- 19 resident engineer to ensure that temporary impacts on transportation facilities are minimized.
- 20 • For construction-related traffic, implement maximum 45 mph speed limit on Hood Franklin
- 21 Road west of Interstate 5. Include signage: "Caution: entering sensitive wildlife area."
- 22 • Further reduce speed limit in both directions to 35 mph for construction-related vehicles from
- 23 ½ mile west of Interstate 5 to 1 mile west of Interstate 5. Add sign at Visitor Center entrance
- 24 stating that facilities are for SLNWR visitors only.
- 25 • Add a right hand turn lane on Hood Franklin Road at the entrance of the Stone Lakes Visitor
- 26 Center.
- 27 • For construction-related traffic, reduce speed limit to 35 mph on Lambert Road from 1 ½
- 28 miles west of Interstate 5 to 2 ¼ miles west of Interstate 5. Include signage: "Caution: entering
- 29 sensitive wildlife area."
- 30 • In consultation with Caltrans and local transportation agencies, schedule construction traffic
- 31 to minimize impacts to local community events (e.g., Pear Fair, holidays).
- 32 • Schedule construction traffic to minimize impacts to agricultural transportation operations
- 33 between agricultural areas and processing or marketing facilities during harvest season.

34 As additional mitigation to minimize delays to transit vehicles due to projected traffic congestion  
 35 and to encourage use of alternative modes of travel, including transit, the BDCP proponents are  
 36 required to develop a Transportation Demand Management (TDM) program for construction  
 37 contractor's crews to reduce the number of project trips. The program shall include and  
 38 implement any combination of measures that would reduce the proposed project's trips and  
 39 associated parking demand. The measures include: