Santa Fe Roundabout

State Route 43 at the intersection of Los Angeles Avenue, Santa Fe Way and Beech Avenue in the City of Shafter, in Kern County

06-KER-43-PM 15.6/16.0
Project ID 0620000038

Initial Study with Proposed Mitigated Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

April 2022

Caltrans

General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in Kern County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read the document. Additional copies of the document and the related technical studies are available for review at the following locations: Caltrans District 6 Office at 1352 West Olive Avenue, Fresno, CA 93728; Wasco Public Library at 1102 7th Street, Wasco, CA 93280; and Kern County Library—Shafter Branch at 236 James Street, Shafter, CA 93263.

- Tell us what you think. If you have any comments regarding the proposed project, send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to: Trais Norris, District 6 Environmental, California Department of Transportation, mailing address, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726. Submit comments via email to: trais.norris@dot.ca.gov.

- Submit comments by the deadline: May 29, 2022.

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters 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 write to or call Caltrans, Attention: Trais Norris, District 6 Environmental, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726; phone number 209-601-3521 (Voice), or use the California Relay Service 1-800-735-2929 (Teletype to Voice), 1-800-735-2922 (Voice to Teletype), 1-800-855-3000 (Spanish Teletype to Voice and Voice to Teletype), 1-800-854-7784 (Spanish and English Speech-to-Speech), or 711.

06-KER-43-15.6/16.0
Project ID 0620000038

Construct a roundabout on State Route 43 (from post miles 15.6 to 16.0) at the intersection of Los Angeles Avenue, Santa Fe Way and Beech Avenue in the City of Shafter in Kern County

INITIAL STUDY
with Proposed Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation
and
Responsible Agency: California Transportation Commission

Jennifer H Taylor

Jennifer H. Taylor
Environmental Office Chief, District 6
California Department of Transportation
CEQA Lead Agency

03/30/2022
Date

The following individual can be contacted for more information about this document:

Senior Environmental Planner Trais Norris; District 6 Environmental, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726, phone (209) 601-3521

DRAFT
Proposed Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: pending

District-County-Route-Post Mile: 06-KER-43-PM15.6/16.0

EA/Project Number: 06-1A470/0620000038

Project Description

The California Department of Transportation (Caltrans) proposes to construct a single-lane roundabout to improve safety and reduce accidents at the intersection of State Route 43 (from post miles 15.6 to 16.0), Los Angeles Avenue, Santa Fe Way and Beech Avenue in the City of Shafter in Kern County.

Determination

An Initial Study has been prepared by Caltrans, District 6. On the basis of this study, it is determined that the proposed action with the incorporation of the identified mitigation measures will not have a significant effect on the environment. It is proposed that 9.3 acres of prime and unique farmland (designated as Farmland of Statewide Importance by the California Department of Conservation) would be converted from agricultural use for the project.

The project score was 169 points out of a possible 260 total points. Since this value is greater than the 160 threshold, the project would require farmland mitigation. A conservation easement would be provided under the Agricultural Land Easement Program. Once a right-of-way purchase is completed by the City of Shafter, a formal proposal will be reviewed by the Natural Resources Conservation Service for a conservation easement on eligible land.

Further refinement by Design may reduce farmland impacts once the exact number of acres is known, which would lead to a score reduction. Caltrans will then resubmit Form AD-1006 to the U.S. Department of Agriculture Natural Resources Conservation Service for a re-evaluation of the acreage of prime and unique farmland that would be directly impacted by the project.

_____

Jennifer H. Taylor
Environmental Office Chief, District 6
California Department of Transportation

_____

Date

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Chapter 1 Proposed Project

1.1 Introduction

State Route 43 is a two-lane rural conventional highway that extends 98 miles from State Route 119 west of Bakersfield in Kern County to State Route 99 in Selma in Fresno County. The route is a vital trade corridor that serves the surrounding community and region. It also serves intermodal services, such as truck-to-rail modes, and provides an alternate north-south route for Interstate 5 and State Route 99 travelers. Within the project limits, State Route 43 is a two-lane conventional highway in the City of Shafter with a posted speed limit of 55 miles per hour.

The existing at-grade intersection of State Route 43 at Los Angeles Avenue, Santa Fe Way and Beech Avenue is next to agricultural land, bounded by the High Speed and Santa Fe railroads. The intersection is surrounded by open fields, orchards and a health clinic, and sits at the southwest boundary within the City of Shafter city limits. See Figures 1-1 and 1-2.

1.2 Purpose and Need

The performance objectives of this project are to reduce collisions over the 20-year life cycle of the project, minimize traffic congestion, and introduce traffic-calming circulation measures within the intersection.

1.2.1 Purpose

The purpose of the project is to improve safety, ease traffic congestion and reduce the number of collisions at this intersection.

1.2.2 Need

The intersection of State Route 43 with Los Angeles Avenue, Santa Fe Way and Beech Avenue has been experiencing traffic congestion and a higher number of collisions due to recent commercial and residential development within the project area.

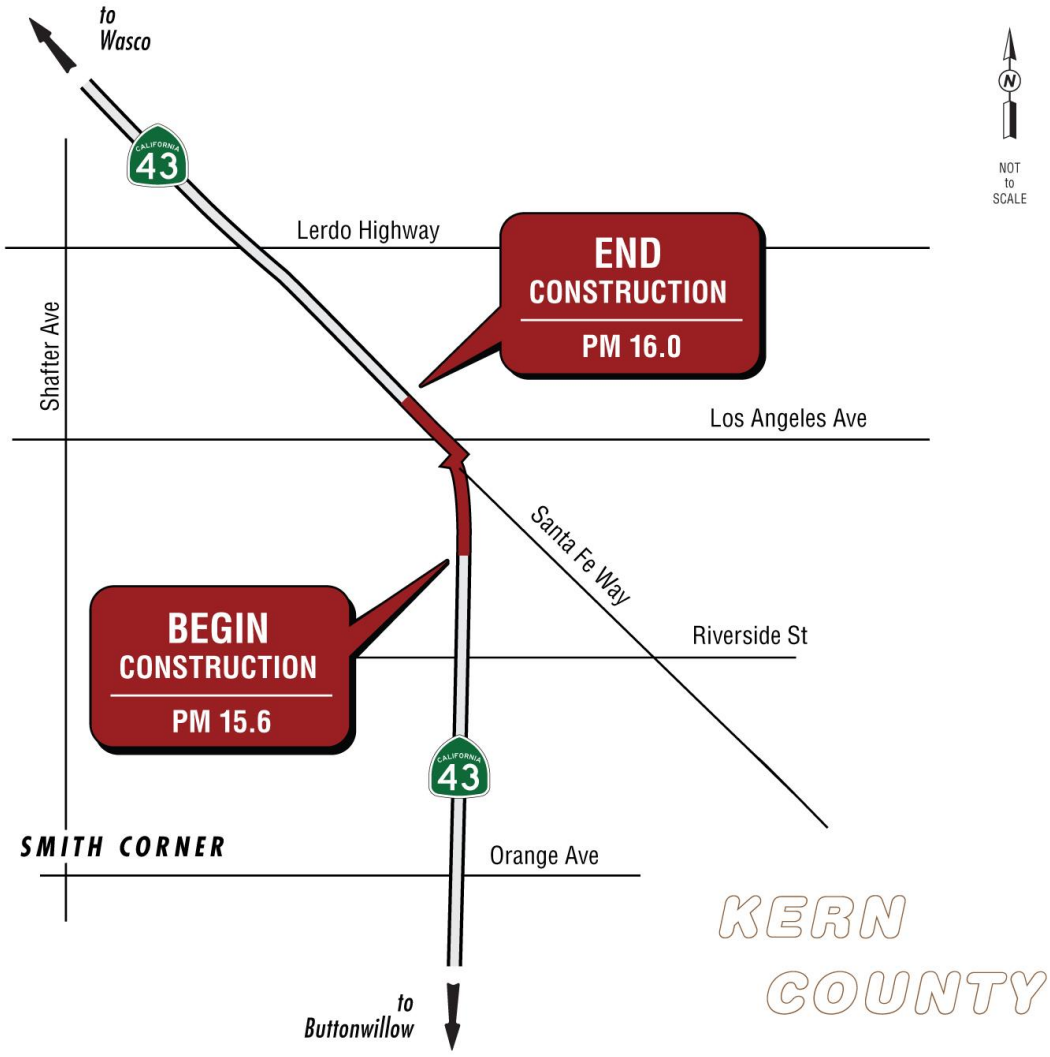
1.3 Project Description

The project proposes to construct a four-legged, single-lane roundabout with a bypass on State Route 43 at its intersection with Santa Fe Way, Los Angeles Avenue, and Beech Avenue within the City of Shafter. The existing pavement within the intersection would be replaced with Type A hot-mix

asphalt pavement, and a separate jointed plain concrete pavement truck apron would accommodate standard Surface Transportation Assistance Act trucks at the center of the roundabout.

Figure 1-1 Project Vicinity Map

Figure 1-2 Project Location Map



1.4 Project Alternatives

Under consideration for the project are a build alternative (Alternative 1, a single-lane roundabout) and a no-build alternative.

The roundabout alternative is expected to provide better safety performance than traffic signals because it would create fewer overall traffic conflict points which include no left-turn conflicts. The project would also reduce crash severity for all users by allowing safer merges into circulating traffic. The roundabout design was selected as a viable alternative for the existing conventional highway and future four-lane expressway configuration through this segment.

1.4.1 Build Alternative

Alternative 1 – Single-Lane Roundabout

This alternative proposes to construct a four-legged single-lane roundabout with a bypass, upgradable to a double-lane roundabout, at the intersection of State Route 43, Los Angeles Avenue, Santa Fe Way and Beech Avenue. The existing pavement within the intersection would be replaced with Type A hot-mix asphalt pavement, and a separate jointed plain concrete pavement truck apron would accommodate standard Surface Transportation Assistance Act trucks at the center of the roundabout. The roundabout would maintain existing traffic patterns by realigning roadway connections, except for the Beech Avenue railroad crossing leg, which would be removed.

As part of the roundabout design, roadway lighting, sidewalks, splitter islands, pedestrian passageways, curb ramps and bike ramps would be constructed. The central island and splitter islands would be covered with mulch, while the existing pavement connection to the Beech Avenue railroad crossing would be eliminated up to the existing railroad right-of-way.

This project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are listed later in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

1.4.2 No-Build (No-Action) Alternative

No-Build Alternative

This alternative would leave the intersection as it is. It would not meet the purpose and need for the project and may result in a further deterioration of level of service, more accidents, and increased congestion at this intersection.

1.5 Standard Measures and Best Management Practices Included in All Build Alternatives

The project may include, but is not limited to, the following Standard Special Provisions:

14-1.02 Environmentally Sensitive Area: Pertains to environmentally sensitive areas marked on the ground. Do not enter an environmentally sensitive area unless authorized. If breached, notify the resident engineer.

14-6.03 Species Protection: Pertains to protecting regulated species and their habitat that occur within or near the job site. Upon discovery of a regulated species, notify the resident engineer.

14-6.03B Bird Protection: Pertains to protecting migratory and nongame birds, their occupied nests, and their eggs. Upon discovery of an injured or dead bird or migratory or nongame bird nests that may be adversely affected by construction activities, immediately stop all work and notify the resident engineer. Exclusion devices, nesting-prevention measures, and removing constructed and unoccupied nests may be used.

14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, do not disturb the resources and immediately stop all work within a 60-foot radius of the discovery, secure the area, and notify the resident engineer. Do not move paleontological resources or take them from the job site.

14-8.02 Noise Control: Pertains to controlling and monitoring noise resulting from work activities. Noise levels are not to exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

14-9.02 Air Pollution Control: Comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract. A Dust Control Plan approved by the San Joaquin Air Pollution Control District is needed if at least 2,500 cubic yards of material are moved in a day for at least three days of the project or 5 or more acres of land will be disturbed during construction.

14-11 Hazardous Waste and Contamination: Includes specifications relating to hazardous waste and contamination.

14-11.02 Discovery of Unanticipated Asbestos and Hazardous Substances: Upon discovery of unanticipated asbestos or a hazardous substance, immediately stop work and notify the resident engineer.

14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, provide a water truck or tank on the job site.

14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.

14-11.14 Treated Wood Waste: Includes specifications for handling, storing, transporting, and disposing of treated wood waste.

1.6 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act (known by the acronym NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.7 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permits, Licenses, Agreements, and Certifications	Status
U.S. Fish and Wildlife Service	Letter of Concurrence	A letter of concurrence would be issued prior to the completion of the final environmental document.

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A "No Impact" answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below.

"No Impact" determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Minor Level Visual Impact Assessment dated July 2021, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**No Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**No Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**No Impact**

2.1.2 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 Department 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.

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made (U.S. Department of Agriculture's Farmland Conversion Impact Rating, Natural Resources Conservation Service):

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	**Less Than Significant Impact with Mitigation Incorporated**

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, 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))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact**
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?	**No Impact**

a, b) Affected Environment

The U.S. Department of Agriculture's Farmland Conversion Impact Rating Form AD-1006 is used to determine farmland impacts. The form assigns a total score of up to 260 points, 100 points for the relative value of affected farmland plus up to 160 points for the alternative assessment. A value greater than 160 would require farmland mitigation.

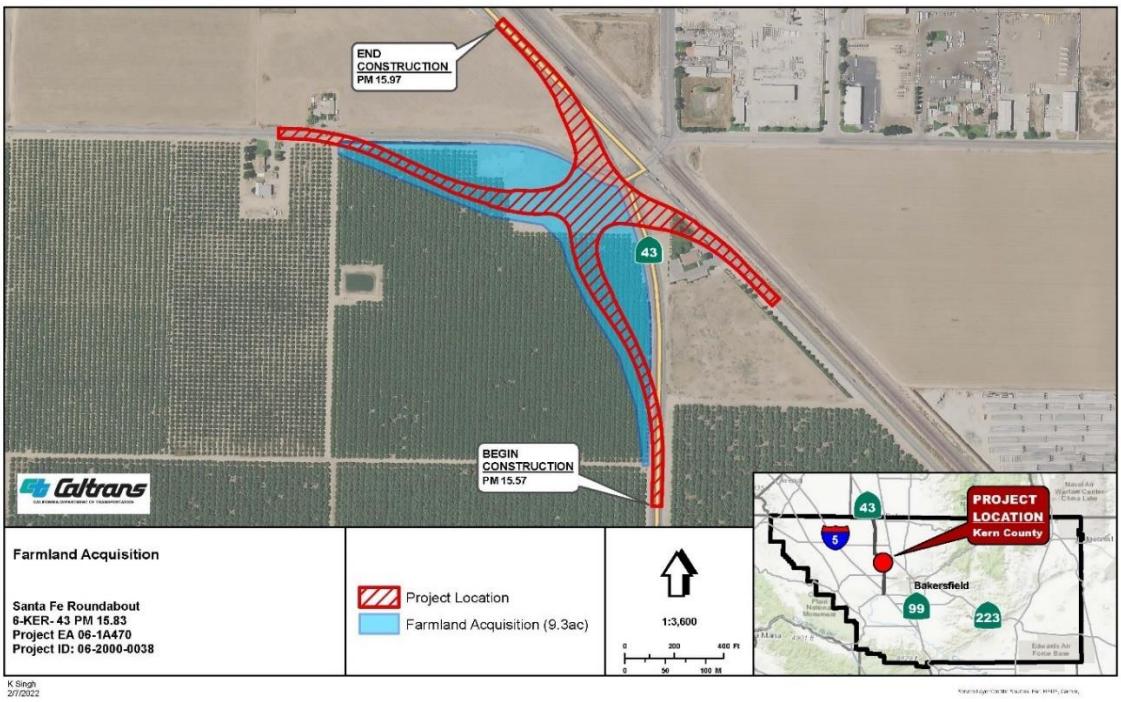
The Kern County General Plan Agriculture and Land Use Element incorporates policies and programs that recognize the importance of agriculture and the necessity to manage this resource for future use. The planning document also recognizes the need to minimize the conversion of productive agricultural lands. The continued existence of large, nearby areas of agricultural zoning and Williamson Act lands, combined with the policies protecting and promoting agriculture, acknowledge agriculture's importance to Kern County.

Farmland Impact Area

The total farm acreage within the project site is 36.55 acres.

Within the project area, the total acreage of prime and unique farmland equals 11.12 acres, and the total acreage of prime and unique farmland that is anticipated to be directly impacted by the project work is 9.3 acres. Figure 2-1 shows the potential farmland acquisition within the project location.

Figure 2-1 Santa Fe Roundabout Farmland Acquisition at Project Site



Environmental Consequences

Farmland Impacts

The parcels requiring partial right-of-way acquisition are under Williamson Act land conservation contracts. It is projected that 9.3 of acres of prime and unique farmland would be purchased and converted from agriculture for the project; the farmland is designated Farmland of Statewide Importance by the California Department of Conservation. On February 4, 2022, Caltrans submitted the amount of acreage projected to be converted for the project on Form AD-1006 to the U.S. Department of Agriculture Natural Resources Conservation Service in Kern County for evaluation. Based on that evaluation, the project scored 169 points (out of 260 possible points). Because this value is greater than the 160 threshold, the project would require farmland mitigation.

Further refinement by Design may reduce farmland impacts once the exact number of acres is known, which would lead to a score reduction. Caltrans will then resubmit Form AD-1006 to the U.S. Department of Agriculture Natural Resources Conservation Service for a re-evaluation of the acreage of prime and unique farmland that would be directly impacted by the project.

No timberlands or forest land exist within the project area.

Avoidance, Minimization, and/or Mitigation Measures

A conservation easement will be provided under the Agricultural Land Easement Program. Once a right-of-way purchase is completed by the City of Shafter, a formal proposal will be reviewed by the Natural Resources Conservation Service for a conservation easement on eligible land.

Parcels of farmland would be avoided as much as possible under the Build Alternative by following the existing road alignments and acquiring minimal right-of-way in slivers (linear strips) next to the existing roadways.

When possible, Caltrans would allow farmland to be kept in production after right-of-way purchase until the land is needed for construction.

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Memo dated December 13, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**
b) 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?	**No Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**Less Than Significant Impact**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**

c) Affected Environment

The existing facility is an at-grade intersection on State Route 43 at Los Angeles Avenue, Santa Fe Way, and Beech Avenue. The intersection is next to agricultural land bounded by the High-Speed Rail and Santa Fe Railroad on the west side. It is surrounded by open fields and orchards, with a health clinic nearby.

The project is in the San Joaquin Valley, which is in non-attainment for particulate matter 2.5 and attainment/maintenance for particulate matter 10. The project was submitted to Interagency Consultation Partners on December 10, 2021. Concurrence that the project is not a Project of Air Quality Concern was received from both the Environmental Protection Agency and Caltrans on December 13, 2021.

Environmental Consequences

The operational emissions for this project are not expected to cause or contribute to air violations within the project area. Project construction is expected to generate approximately 257 tons of greenhouse gas emissions during the 110 working days (less than the 264 working days per 1 year) duration. Operational climate change emissions do not need to be estimated because the project is not capacity increasing.

During construction, the project would generate air pollutants. 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 during construction could cause occasional annoyance and complaints from residents along the state right-of-way.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are 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 Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code Section 11017.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated August 3, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 Wildlife, U.S. Fish and Wildlife Service, or National Oceanic Atmospheric Administration Fisheries?	**Less Than Significant Impact**
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 Wildlife or U.S. Fish and Wildlife Service?	**No Impact**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**No Impact**
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?	**No Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact**
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?	**No Impact**

a) Affected Environment

State Route 43 is a relatively narrow two-lane roadway with moderate to heavy traffic during commuting hours and light traffic during midday hours. The road has a posted speed limit of 55 miles per hour. The project does not lie within any Terrestrial Habitat Connectivity Areas or Natural Landscape Blocks as defined by the California Department of Fish and Wildlife. Animals considered to be of special concern are based on 1) federal, state, or local

laws regulating their development; 2) limited distributions; and/or 3) the habitat requirements of special-status animals occur onsite.

Habitat Types in the Project Area

Each of the habitat types found within or near the project area are described below:

Residential/Commercial Areas

Ruderal (weedy) vegetation occurs within the right-of-way along State Route 43. This area is highly disturbed from human disturbance such as high-volume traffic, litter, commercial properties, and residential housing.

Agricultural Lands

Agricultural lands within the project area consist mostly of almond orchards and fallow agricultural fields. These areas consist mostly of non-native grasses and forbs.

Ruderal

Disturbed ruderal vegetation is typical of areas where the native vegetation has been heavily modified or completely removed because of human interference. Within the project area, this vegetation type is found along the edges of the paved roadway. Common plant species found include black mustard (*Brassica nigra*), various bromes (Bromus sp.), and common sow thistle (*Sonchus oleraceus*). Within this vegetative mix, landscaped shrubs and trees have also been planted to beautify portions of State Route 43. Caltrans actively maintains the vegetation in the right-of-way with such activities as spraying herbicides and mowing.

Discussion of Animal Species—San Joaquin Kit Fox

The San Joaquin kit fox (*Vuples macrotis mutica*), a federally endangered and state threatened species, has the potential to be present within the project area. The San Joaquin subspecies is one of eight historically recognized subspecies of kit fox and is endemic to the San Joaquin Valley and surrounding arid areas.

These kit foxes prefer loose sandy textured soils in alkali scrub/shrub and arid grassland habitats, but populations can be found in the Bakersfield area. Roaming individuals may be seen in agricultural areas and disturbed areas, especially when these areas provide travel corridors between preferred habitats. Extensive land use and land conversion for agricultural and residential uses have left small degraded remnants of San Joaquin kit fox communities. The remaining number of individuals is not known, but continuing habitat loss has contributed to the belief that kit fox numbers are still in decline.

The San Joaquin kit fox is active mostly at night and feeds on small rodents, including kangaroo rats, mice, leporids (rabbits and hares), and other rodents such as California ground squirrels. Populations of kit fox appear to be the most robust where kangaroo rats persist, and insects often compose a substantial portion of the kit fox's diet. San Joaquin kit foxes also prey on ground-nesting birds, lizards, and snakes when their preferred prey is unavailable. Breeding typically occurs between December and March.

Dens allow for essential temperature regulation, shelter from adverse conditions and predators, and reproduction. Kit foxes may construct dens or modify and inhabit dens originally constructed by badgers, ground squirrels, or coyotes. Natal dens are occupied for longer durations by family groups and typically show signs such as scat and prey remains near entrances. Though characteristics may change across the geographic range, dens generally contain multiple keyhole-shaped (taller than wide) entrances, as well as mounded dirt ramps at the entrance. Dens are usually in areas with loose-textured, friable soils, but dens have been found in a variety of soil types. In parts of their range, particularly in the foothills, San Joaquin kit foxes often use enlarged ground squirrel burrows for dens. Common locations for dens include washes, drainages, and roadside berms. San Joaquin kit foxes also commonly den in human-made structures such as culverts and pipes.

There are no migration corridors in the project area. The project would not have any impact to habitat connectivity.

Environmental Consequences

Surveys were done on May 6, 2021 to assess potential habitats and inventory animal species that occur within the project area. Marginally appropriate habitat was found in the project area, as well as surrounding the rest of the project footprint. No potential dens were found within the project footprint during the survey.

The project is not likely to permanently impact the San Joaquin kit fox or its habitat. The work would take place on previously disturbed paved and graded areas; additional impacts would occur in the existing Caltrans right-of-way in previously disturbed and compacted soils, except for proposed drainage work and utility relocations right next to State Route 43.

Permanent impacts from roundabout construction are minimal because of their small extent and proximity to the heavily traveled highway. Any trenching, boring, drainage work, and staging areas occurring outside of the existing roadway would be surveyed for San Joaquin kit fox sign prior to disturbance. No night work is anticipated on the project, minimizing the potential for disturbance from construction noise and lights, as well as barriers to movement. With the implementation of avoidance and minimization measures, no direct impacts to the San Joaquin kit fox are anticipated. Work

would be completed in stages to allow for minor detours using mainly existing pavements.

Avoidance, Minimization, and/or Mitigation Measures

Standard avoidance and minimization measures have been developed from recommendations described in the U.S. Fish and Wildlife Service Standardized Recommendations for protection of the San Joaquin kit fox prior to and during ground disturbance.

Applicable standard construction and operational requirements include the following:

1. Project-related vehicles will observe a daytime speed limit of 10 miles per hour throughout the site in all project areas, except on county roads and state and federal highways outside of the project area. Off-road traffic outside of designated project areas would be prohibited.
2. To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of the project, all excavated, steep-walled holes or trenches more than 2 feet deep would be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks will be installed. Such holes will be thoroughly inspected for trapped animals before being filled. If at any time an injured or entrapped kit fox is discovered, the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife would be notified.
3. All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater stored at a construction site for one or more overnight periods would be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way. If a kit fox is discovered inside a pipe, that section of pipe would not be moved until the U.S. Fish and Wildlife Service has been consulted and the animal has relocated of its own accord. If necessary, and under direct supervision of a qualified biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.
4. All food-related trash items such as wrappers, cans, bottles, and food scraps would be disposed of in securely closed containers and removed daily from the project site.
5. No pets would be permitted on the project site to prevent harassment or mortality of kit foxes, or destruction of dens.
6. New sightings of kit foxes would be reported to the California Natural Diversity Database. A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed would also be provided to the U.S. Fish and Wildlife Service.

7. Pre-activity clearance surveys for kit foxes will be completed at least 14 days prior to but no more than 30 days before the initiation of project activities. A letter report and map of potential and known kit fox dens will be submitted to the U.S. Fish and Wildlife Service.
8. Den Detection: If dens or potential dens are detected within the project footprint during pre-activity surveys, Caltrans would coordinate with the U.S. Fish and Wildlife Service to determine how to proceed.
9. Environmental Awareness Training Program: A biologist will conduct an environmental awareness training for all construction crew members before ground-disturbing activities. The purpose of this training is to inform construction crew members of the potential for kit foxes to occur at a site and be affected by construction activities. The training will be repeated to all new crew members. Following the training, crew members will sign attendance sheets stating that they attended the training and understand the protection measures and construction restrictions. Training materials and attendance records will be submitted to the U.S. Fish and Wildlife Service.

2.1.5 Cultural Resources

Considering the information in the Historic Property Survey Report dated November 18, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

2.1.6 Energy

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**No Impact**
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

2.1.7 Geology and Soils

Considering the information in the Paleontological Identification Report dated June 9, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause 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.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
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?	**No Impact**
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?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
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?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**No Impact**

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Report and the 2018 Kern County Regional Transportation Plan, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**No Impact**

a) Affected Environment

The project is included in the 2018 Kern Council of Government's Regional Transportation Plan/Sustainable Communities Strategy. The Air Resources Board's greenhouse gas emission reduction targets for the Kern Council of Governments at the time the Regional Transportation Plan/Sustainable Communities Strategy was adopted were 5 percent by 2020 and 10 percent by 2035.

The Sustainable Communities Strategy strives to reduce air emissions from passenger vehicle and light-duty truck travel by better coordinating transportation expenditures with forecasted development patterns to help meet the California Air Resources Board greenhouse gas targets for the region. These strategies include well-maintained local streets, roads, and highways, and transportation system management to maximize network efficiency (Kern Council of Governments 2018).

Environmental Consequences

While the project would result in greenhouse gas emissions during construction, it is anticipated that the project would not result in any increase in operational greenhouse gas emissions. The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of construction greenhouse gas-reduction measures, the impact would be less than significant.

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

The project will have a total of 110 working days during construction, with no night work.

A greenhouse gas emissions study using the Federal Highway Administration's Infrastructure Carbon Estimator Tool has been prepared for this project.

1. 117 metric tons of carbon dioxide (CO2) are the proposed construction greenhouse gas emissions for this project.
2. 1,076 metric tons of carbon dioxide (CO2) are the proposed maintenance greenhouse gas emissions for this project. There would be a 3.7% reduction in greenhouse gas emissions due to alternative construction and maintenance techniques.

The resulting greenhouse gas emissions calculation was obtained using the Federal Highway Administration Carbon Estimator Tool. This is an estimate using data inputs in the planning phase, before details about specific facility dimensions, materials and construction practices are known.

Avoidance, Minimization, and/or Mitigation Measures

The following measures would also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

- Limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

- Schedule truck trips outside of peak morning and evening commute hours.
- For improved fuel efficiency from construction equipment: Maintain equipment in proper tune and working condition.
- Use right sized equipment for the job.
- Use equipment with new technologies.
- Reduce construction waste. For example, reuse or recycle construction and demolition waste (reduces consumption of raw materials, reducing waste and transportation to landfill; saves costs).
- Use recycled water or reduce consumption of potable water for construction.
- Select pavement materials that lower the rolling resistance of highway surfaces as much as possible while still maintaining design and safety standards.
- Replace signage lighting with ultra-reflective sign materials that are illuminated by headlights to reduce energy used by electric lighting.

All construction contracts include Caltrans Standard Specifications Section 7-1.02A and 7-1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all Air Resources Board emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce greenhouse gas emissions.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Initial Site Assessment dated January 13, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hazards and 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?	**No Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	**No Impact**
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?	**No Impact**
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 or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

2.1.10 Hydrology and Water Quality

Considering the information in the Water Compliance Study dated October 20, 2021, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	**No Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	**No Impact**
(iii) 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; or	**No Impact**
(iv) impede or redirect flood flows?	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

2.1.11 Land Use and Planning

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	**No Impact**

2.1.12 Mineral Resources

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	**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?	**No Impact**

2.1.13 Noise

Considering the information in the Noise Compliance Study dated November 22, 2021, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less Than Significant Impact**
b) Generation of excessive groundborne vibration or groundborne noise levels?	**No Impact**

Question—Would the project result in:	CEQA Significance Determinations for Noise
c) For a project located within the vicinity of a private airstrip or 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?	**No Impact**

a) Affected Environment

The area within the project limits and adjacent to the project is mostly rural, with a few scattered residences and small businesses. Land uses designated for this area are residential, commercial, and open space. Residences and businesses are located along State Route 43 and set back within 500 feet from the edge of the pavement.

Environmental Consequences

As stated above, the project is in a rural area, with a few scattered residences and small businesses set back less than 500 feet from the edge of the traveled way on both sides of State Route 43.

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction equipment is expected to generate noise levels ranging from 80 to 89 A-weighted decibels at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 decibels per doubling of distance.

No adverse noise impacts from construction are anticipated because construction would be conducted in a rural setting.

Avoidance, Minimization, and/or Mitigation Measures

The project would implement the following measures to minimize the temporary noise impacts from construction.

The project will conform to Caltrans Standard Specifications, Section 14-8:

- Do not exceed a maximum noise level of 86 A-weighted decibels at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m.
- Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

2.1.14 Population and Housing

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned 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)?	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact**

2.1.15 Public Services

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question:	CEQA Significance Determinations for 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: Fire protection?	**No Impact**
Police protection?	**No Impact**
Schools?	**No Impact**
Parks?	**No Impact**

Question:	CEQA Significance Determinations for Public Services
Other public facilities?	**No Impact**

2.1.16 Recreation

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for 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?	**No Impact**
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?	**No Impact**

2.1.17 Transportation

Considering the project would construct a single-lane roundabout with improvements for operation and visibility, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**No Impact**
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	**No Impact**
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**No Impact**
d) Result in inadequate emergency access?	**No Impact**

2.1.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report dated November 18, 2021, the following significance determinations have been made:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	**No Impact**
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**No Impact**

2.1.19 Utilities and Service Systems

Considering the information from the Draft Project Report dated December 15, 2020:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	**No Impact**
c) 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?	**No Impact**
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**No Impact**
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact**

a) Affected Environment

Based on information received from Caltrans Design, several facilities will be impacted. The city of Wasco and Shafter have both water and sewer facilities that could potentially be impacted. There are underground and overhead electric and telephone facilities that belong to Southern California Edison and AT&T.

Environmental Consequences

It is anticipated that the overhead facilities would be relocated. Four electric poles and one telephone pole would need to be relocated.

In addition, 50 utility potholing locations have been estimated for the project. It is also anticipated that a total of 10 utility poles would require relocation.

The above information would be reevaluated once more detailed survey mapping is available in the Plans, Specifications and Estimates phase of the project. The City of Shafter would fund acquisition, title and escrow costs.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are needed.

2.1.20 Wildfire

The project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (U.S. Geological Survey California Wildfire Map, 2021):

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**No Impact**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially 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?	**No Impact**

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
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.)	**No Impact**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**No Impact**

Appendix A Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

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Making Conservation a California Way of Life.

September 2021

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures "*No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.*"

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi .

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

Toks Omishakin
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment."

List of Technical Studies Bound Separately (Volume 2)

Air Quality Report

Noise Study Report

Water Quality Report

Natural Environment Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment

Visual Impact Assessment

Initial Paleontology Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Trais Norris, Senior Environmental Planner
District 6 Environmental, California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, CA 93726

Or send your request via email to: trais.norris@dot.ca.gov
Or call: 209-601-3521

Please provide the following information in your request:

Santa Fe Roundabout

State Route 43 at the intersection of Los Angeles Avenue, Santa Fe Way and Beech Avenue in the City of Shafter in Kern County

06-KER-43-PM 15.6/16.0

Project ID: 0620000038