

STATE ROUTE 156 WEST CORRIDOR PROJECT



SCOPING INFORMATION MEETING / OPEN HOUSE
SUMMARY REPORT
APRIL 2007

General Information About This Document

What's in this document?

This document is a summary report of the Scoping Information Meeting/Open House that was held as part of the State Route 156 West Corridor Project.

What should you do?

- Please read this summary report.
- If you have any concerns regarding the summary report or questions about the proposed project, please contact Caltrans. Submit concerns or questions via regular mail to:

Bobi Lyon-Ritter – Senior Environmental Planner

Department of Transportation, District 6

Central Region Planning Branch

2015 E. Shields Avenue, Suite 100

Fresno, CA 93726-5428

Or via e-mail to: bobi_lyon-ritter@dot.ca.gov

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to:

Bobi Lyon-Ritter – Senior Environmental Planner

Department of Transportation, District 6

Central Region Planning Branch

2015 E. Shields Avenue, Suite 100

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Or use the California Relay TTY number: 559-488-4066

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1.0 Background

State Route (SR) 156 is an east/west route beginning at State Route 1 in Castroville in Monterey County and ending at State Route 152 near Hollister in San Benito County. SR 156 is a two-lane conventional highway within the project limits. It serves inter-regional and recreational traffic to the Monterey Peninsula.

The purpose of the project is to:

- Improve safety and operations
- Improve local road access to Route 156
- Relieve existing congestion
- Provide capacity for future increases in traffic volumes

The California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the Transportation Agency for Monterey County (TAMC) propose to widen Route 156 between Highway 101 and Castroville Boulevard and reconstruct the Highway 101/156 interchange in Monterey County. Caltrans is currently studying the effects the project may have on the environment.

During the environmental study's scoping stage, comments and information about the project were actively sought from responsible agencies and members of the public. Acting on the results of field studies and comments, a draft Environmental Impact Report (EIR) will be prepared and made available to the public for review and comment in late 2008. The final EIR is expected in October 2009.

2.0 Summary of the Scoping Meeting

2.1 Format

The Scoping Meeting for the SR 156 West Corridor Project was held from 4:00 – 8:00 p.m. on November 15th at the North Monterey County High School in Castroville, California. The meeting included an open house and a brief overview presentation. The overview presentation was made at approximately 6:00 pm. The open house session, during which attendees could view various displays and asks questions of the project team, was held both before and after the overview presentation. Spanish interpretation services were available to the public during the meeting.

Approximately 155 people attended the Scoping Meeting.

2.2 Purpose

The purpose of the Scoping Meeting was to:

- Educate agency and community representatives about the project and potential issues related to it
- Gather input regarding the project as part of the public participation requirements mandated by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA)

2.3 Materials

All meeting attendees were given a project fact sheet (see Appendix A) and a comment card. The comment card provided a means by which participants could submit their written comments about the project.

2.4 Displays

The informational project display boards and exhibits from the Scoping Meeting are available in Appendix B.

2.5 Images



Display boards showed the alternative routes and other relevant information.



In addition to the open house, there was a brief project overview presentation.



Participants had the chance to write comments at the meeting or send in them in later.



Caltrans staff was on hand to answer questions and listen to the opinions of the public.

3.0 Notification for the Scoping Meeting

The project's noticing and publicity activities included outreach to property owners, community members and organizations, private businesses, cities, and public agencies within the study area, which extends from Castroville to Prunedale.

The notification materials provided details regarding the Scoping Meeting date and location, as well as information about ways participants could submit written comments. The noticing and publicity materials provided for the Scoping Meetings included the following:

3.1 Mailer/Flyer

The project team developed and distributed a mailer/flyer, which described the scope of the project, invited all interested parties to submit comments and to attend the November 15th Scoping Meeting.

The mailer/flyer was sent to 739 property owners and agency representatives from the project mailing list and was available in both English and Spanish. A copy of the mailer/flyer is available in Appendix C.

Public Notices

Approximately, one week prior to the Scoping Meeting, Caltrans placed a series of public notices with three local newspapers: the Monterey Herald, the Salinas Californian and El Sol (a Spanish-language newspaper). Similar to the mailer/flyer, the public notices provided a brief background of the project, solicited public comment, and explained the purpose and content of the Scoping Meeting. Copies of the public notices are available in Appendix D.

4.0 Summary of Scoping Comments

The public could submit comments by mail, email, and fax or by turning in their comment cards at the end of the meeting. The deadline for submitting comments was December 30, 2006.

The following is a brief summary of the comments that were received by the project team:

The majority of comments and letters preferred Alternative 11, and stakeholders were eager to see the project move forward. Proponents believe that it will provide better transportation options for bicyclists, residents, and emergency vehicles. They also perceived Alternative 11 as more environmentally sound.

Safety was the overriding theme of many comments. Participants wanted to be sure that the new road is safer and they wanted to see safety improvements enacted immediately. Some stakeholders expressed concern about quality of life issues, like noise and community character, and there were a few comments about the traffic effects of Alternative 11 on the entrance to Oak Hills. Several participants expressed concern that the new road might cut off local businesses from their clients. Additional concerns raised by residents include the possibility that Berta Canyon Road might receive too much traffic, and that the Railroad Bridge might become a bottleneck.

Two specific suggestions that participants made included: 1) looking for new alternatives in the southern part of the county, and 2) moving the overpass from Mesick Road to Tustin Road.

Comment Cards

Project staff received 53 comment cards. The table below details all of the comments received. Parentheses indicate the number of times a particular comment was mentioned.

Access

- Monterey County needs to check and see if it was a condition of approval for Monte del Lago expansion to remove direct access to SR 156 & route through Castroville Blvd. If so, why wasn't it done?
- Make Charter Oak pass under SR 156 for left turn towards Prunedale. The street is wide enough to dedicate one lane exit under SR 156, then turn left (towards Prunedale) and merge on right with SR 156.
- There is no way in or out of Oak Hill if the road is closed.

Alternative 11

- I have spoken to five of my neighbors, and all of them agree that Alternative 11 is the better option.
- I feel that Alternative 11 will provide safer access to Oak Hills as well as better access for emergency vehicles.
- Alternative 11 - would prefer to have 4 lanes of traffic further away from my neighborhood.
- We agree that Alternative 11 is better for residents, locals, as well as users of the highway connecting the Bay Area with the Monterey Peninsula. Good that with Alternative 11 the traffic won't be blocked.
- Prefer Alternative 11 w/current Highway SR 156 as a frontage road because it best accommodates both local & business/tourism needs. This alternative is also safer and more easily accessible.
- Prefer Alternative 11 - retains residential quality of Oak Hills while increasing efficiency of traffic flow, safety.

- My vote is for Alternative 11. People are important part of environment - do it now - save some additional lives!
- Alternative 11 is the most viable plan.
- Prefer Alternative 11 (4).
- Would prefer Alternative 11. Noise from SR 156 is present all the time, so the further away the better.
- Alternative 11 - Provides resident access in event of SR 156 closure.
- Alternative 11 - Eliminates Cathedral Oak interchange.
- Alternative 11 - Eliminates Oak Hills Drive access to high-speed traffic.
- Alternative 11 - Provides smoother/safer access to Prunedale shopping.
- Alternative 11 loses strawberry fields.
- Prefer Alternative 11 (least disruptive, creates a frontage road).
- Alternative 11 will cut off Simon Park Family Business.

Alternative 12

- Alternative 12 is the only consideration. Short-term phased improvements are critical.
- Alternative 12 would be less disruptive to build - traffic could use the frontage road until the new highway is built.
- Alternative 12 cuts down trees.
- Support alternative 12 (2).
- Alternative 12 is dangerous and time consuming.
- We have big plans for development in Simonville so we support Alternative 12.

General Comments

- All of your proposals are inefficient because they do not plan for what is coming.
- Since we are destroying strawberry land, why not switch to artichokes and put the freeway where the future commercial development will be?
- The alternatives are a lot better than previous ones.
- Like both alternatives.
- Preserve "Country Feeling" in Oak Hills.
- Espinosa Expressway is the only way to build for the future. No homes or trees need to be removed, no bridge built.
- Change Messik Road Overpass to frontage ending at Crazy Horse/Echo Valley overpass.
- This project should be renamed "Espinosa Road" project - this would make most sense, be closer to Monterey Peninsula, would save homes, trees, lives & lifestyle quality of people who live along SR 156.
- Original Prunedale, Highway 101 bypass farther east of the current Prunedale Center / Prunedale areas was better. That option provided a direct connection from Santa Rita area or Salinas to Fort Ord and to Monterey.

- Strongly recommend a rubberized road to cut down on noise. Sound walls only move the noise around and are not 100% effective. Plus heavy trucks really rip up the road.

Natural Resource Protection

- My understanding is that Alternative 11 will preserve the existing oak trees on the south side of the existing highway. Trees provide habitat for wildlife, and serve as a sound barrier.
- Alternative 11 - also like the idea of keeping as many oak trees as possible.
- Important nature conservancy with the Alternative 11.

Safety

- I prefer Alternative 11 for several reasons. Keeping SR 156 as a frontage road would also provide safe bike access to and from my Oak Hills neighborhood to Prunedale & Castroville.
- My neighbor told me that if Alternative 12 is approved, the Oak Hills Drive access would be eliminated. Having only one entry into Oak Hills would be even worse with respect to safety. Traffic going down Charter Oak Blvd would greatly increase, making it much more dangerous for walking, children & animals.
- Interested in some short-term quick solutions - too long to wait until 2015 for an improvement. Safety issues are critical!
- Concerned about safety on SR 156. Traffic near Oak Hills doesn't drive at posted limit of 55MPH, never see any California Highway Patrol pulling over speeders, only responding to accidents - road is too dangerous to pull anyone over!
- Getting afraid to make a left turn out of the housing area I've lived in for 30+ years - many of us may be killed before you get around to widening the road. Been to several meetings, voted for taxes in past years for safety. Yet nothing done except more studies.
- Could we dissuade people from using Berta Canyon by ending the extension of the road branching from SR 156 eastbound nearer to the SR 156/San Miguel/Highway 101 off ramp-intersection?
- We need an interim solution. The road is dangerous.
- Safety measures needed now.
- Traffic and accidents in Oak Hills is worst in 31 years.

Traffic Congestion & Mobility

- At 5:30 pm, traffic at the Berta exit will come to a standstill at San Miguel and Vierra Canyon Rd.
- We really need the Highway 101 bypass and a highway from there (approximately Espinosa area) all the way to Monterey.
- Either widen the existing SR 156 to 4 lanes or have a wide median and 4 new lanes south of it to help move traffic to the peninsula (I'd prefer the latter).
- My weekend backup on Highway 101/SR 156 interchange is back to Northridge - how will this plan help that?
- Concerned about the road branching off at SR 156 eastbound and dead-ending/connecting with Berta Canyon Road. This is already a favorite shortcut to Vierra Canyon Road via Oak Road. Berta Canyon has a sharp curve; blind curves and can not handle a lot of traffic.
- Traffic on Sunday is the worst.

- Project is very important to alleviate traffic. Start as soon as possible.
- If you widen SR 156, the railroad bridge (currently two lanes) will be a bottleneck. Please widen it.
- Short term solution: widen entrance/exit to Monte de Lago going west. Will help slow traffic upon entering park, and speed up traffic leaving park.
- Worried that new northbound off ramp that crosses Berta Canyon Road (at a stop light or stop sign) will back up onto Highway 101.
- Keep traffic off of Berta Canyon Road going east.
- Create longer center access lanes.
- Make Blackie Road one-way and Espinoza Road one-way the other direction for traffic flow and to avoid head-on collisions.
- The current flyover backs up with evening rush hour traffic from the stoplight at San Miguel and Prunedale. The proposed off ramp will only be 600 feet.

Operational

Signage and Rules of the Road

- Place yield sign on SR 156 just west of Highway 101/SR 156 Interchange. Highway 101 Southbound traffic is in conflict with local traffic.
- Many cars (tourists) and semis attempt u-turns on SR 156 and head back to Prunedale because the highway isn't marked & they can't believe they're actually heading toward Monterey. This causes many accidents and near accidents, which wouldn't cost much to fix!
- Add a yield sign at the Highway 101 off ramp merging to SR 156.
- Put a sign letting people know they are on SR 156 (just west of Highway 101). It will prevent people from making dangerous u-turns.
- Southbound on Highway 101 to SR 156 W - Merge has no yield sign.
- Strongly recommend immediate prohibition of passing between Castroville Blvd. & Highway 101.

Visibility

- Please cut and maintain vegetation on the north road bank of SR 156 east of the Monte Del Lago exit. Drivers will be able to see further down the road and pull out more safely.
- Can you cut back vegetation at Oak Hills and SR 156 to improve visibility?
- Difficult driveway east of Meridian Road (due to weeds, brush, traffic).
- SR 156 between Meridian and McGuffie. Drivers don't have sight distance. Meridian skewed. Also, bushes need to be trimmed more often.

Speed Limits and Enforcement

- Southbound on Highway 101 to SR 156 W - Keep 35 mph until past Meridian - Merge has no yield sign.
- Extend 35 mph speed limit past Meridian Road Westbound.
- Reduce speed limit to 45 mph until Castroville Blvd Exit.
- At least place California Highway Patrol and blinking speed signs to slow people down & stop the deaths!
- Why can't cameras be placed on SR 156 to enforce the speed limit?

Traffic Lights

- What is needed now is a traffic light off the Oak Hills exits/entrances.
- With any/all improvements so far in the future - please just put a traffic light at one of the Oak Hills entrances ASAP.
- Can't wait six years for this to happen. Need a traffic signal immediately, placed at Meridian Rd so it will provide a traffic break for both Oak Hill Drive and Cathedral Drive.
- Act now by putting light at Cathedral Oaks.
- Install traffic light at Cathedral Oak; traffic will back up on SR 156 and people will find alternatives to get to Monterey.
- Also - install a traffic light at Cathedral Drive, turned on holidays and weekends.

Other

- At SR 156 and McGuffie Road, the turn lane needs arrows painted to show turns to both sides of SR 156. The drive going up the hill across from McGuffie has no protection. Five homes are up there.
- We need a cement barrier down the middle of SR 156 so no one can pass. Current traffic travels at 70 mph and tries to pass in no-passing areas.
- Install reflective no passing markers from Highway 101 to Castroville.
- Make the entire Castroville-Prunedale section a no-passing zone.
- Remove arrows merging to one lane going east on SR 156 at Castroville Blvd.

Comment Letters

Project staff received three letters, which are summarized below.

General Comments

- Most experts agree that improved through traffic corridors usually come at the expense of local traffic. Therefore, I strongly support Alternative 11 that retains existing SR 156 for local access.
- We cannot afford to waste time on grandiose, blue-sky alternatives that will have too many delays (from design alternatives, to budgetary constraints, to environmental impacts to land acquisition).
- SR 156-Highway 101 intersection in Prunedale appears to be a marked improvement over previously proposed designs, but still devours a large part or all of the center of town, replacing it with multitude of traffic lanes, on and off ramps, and overpasses, all necessary to allow all traffic to move in all directions. Still a huge project physically dividing an established community. No provisions to move from one side of town to another without a vehicle.
- Not aware of any effort extended to explore other locations away from densely developed central Prunedale area. Should other areas south of this location be included in the study to determine feasibility?
- Present proposal wipes out the service station on the east side of Highway 101, markedly restricts access to service station located on the west side of Highway 101. A new, easily accessible replacement location should be designated on the east side as part of the project.
- Display shows only one view of the proposed SR 156-Highway 101 interchange with both the existing & proposed new connections combined. Another view is required, without the portions of existing road that will be removed, to clarify traffic pattern after project is completed.

Safety

- Act now to prevent loss of life.
- Widening Highway SR 156 between Prunedale and Castroville to four lanes will make it more dangerous. It is too hard to cross two lanes of traffic.
- Paint lane markers and install signs to make SR 156 between Cathedral Blvd and Cathedral Oak a no passing zone.
- Increase speed enforcement operations.
- Simple changes will prevent more deaths.

Traffic Congestion & Mobility

- A widened highway SR 156 will just fill up with traffic.
- Install on-demand traffic signal at SR 156 and Cathedral Oak, plus flashing signs to warn approaching drivers.
- Create acceleration lanes for traffic turning onto SR 156 out of Cathedral Oaks, Oak Hills Drive and Monte Del Lago.
- New overpass shown at Mesick Rd, only a short distance from San Miguel overpass, and within merging area of SR 156 and San Miguel Canyon northbound traffic, would better serve traffic flow at a location further north in the vicinity of Tustin Rd. An elevated approach over the wetlands to an overpass in that area could connect to Mesick Rd., also pick up isolated Victoria Lane and Beatrice Drive – a big plus for residents & emergency service in that area.

Appendices

A – Project Fact Sheet

B – Project Display Boards

C – Mailer/Flyer

D – Public Notices

APPENDIX A: PROJECT FACT SHEET



**STATE ROUTE 156 WEST CORRIDOR PROJECT
SCOPING INFORMATION MEETING / OPEN HOUSE
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INFORMATION SHEET

Route 156 West Corridor Project

November 15, 2006

- Background:** Route 156 is an east/west route beginning at Route 1 in Castroville in Monterey County and ending at Route 152 near Hollister in San Benito County. Route 156 is a two-lane conventional highway within the project limits. It serves inter-regional and recreational traffic to the Monterey Peninsula.
- Project Purpose:** The purpose of the project is to: improve safety and operations; improve local road access to Route 156; relieve existing congestion; and provide capacity for future increases in traffic volumes.
- Description:** The California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the Transportation Agency for Monterey County (TAMC) propose to widen Route 156 between Route 101 and Castroville Boulevard and reconstruct the 101/156 interchange in Monterey County. Caltrans is currently studying the effects the project may have on the environment.
- Study Schedule:** The environmental study is in the scoping stage during which comments and information about the project are actively sought from responsible agencies and members of the public. Acting on the results of field studies and comments, a draft Environmental Impact Report (EIR) will be prepared and made available to the public for review and comment in 2008. The final EIR is expected in October 2009.
- Public comments:** Public comments will be considered throughout the EIR process, but are most important to help guide the study in its early scoping period. Please submit comments and information in writing by December 30, 2006 to Bobi Lyon-Ritter; Senior Environmental Planner; Caltrans; 2015 East Shields Avenue, Suite 100; Fresno, CA 93726 or bobi_lyon@dot.ca.gov
- Questions?** For more information, please contact David Silberberger, Project Manager at (805) 549-3798.

Project Map on Back



HOJA INFORMATIVA

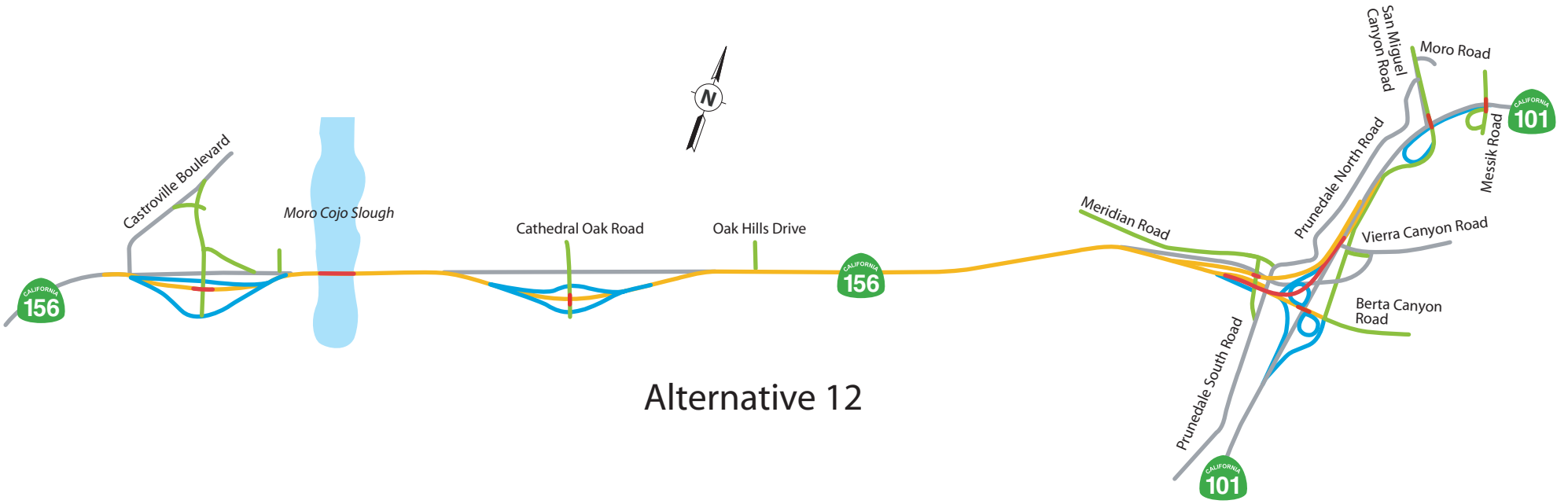
Proyecto del Corredor Occidental de la Ruta 156

15 de noviembre de 2006

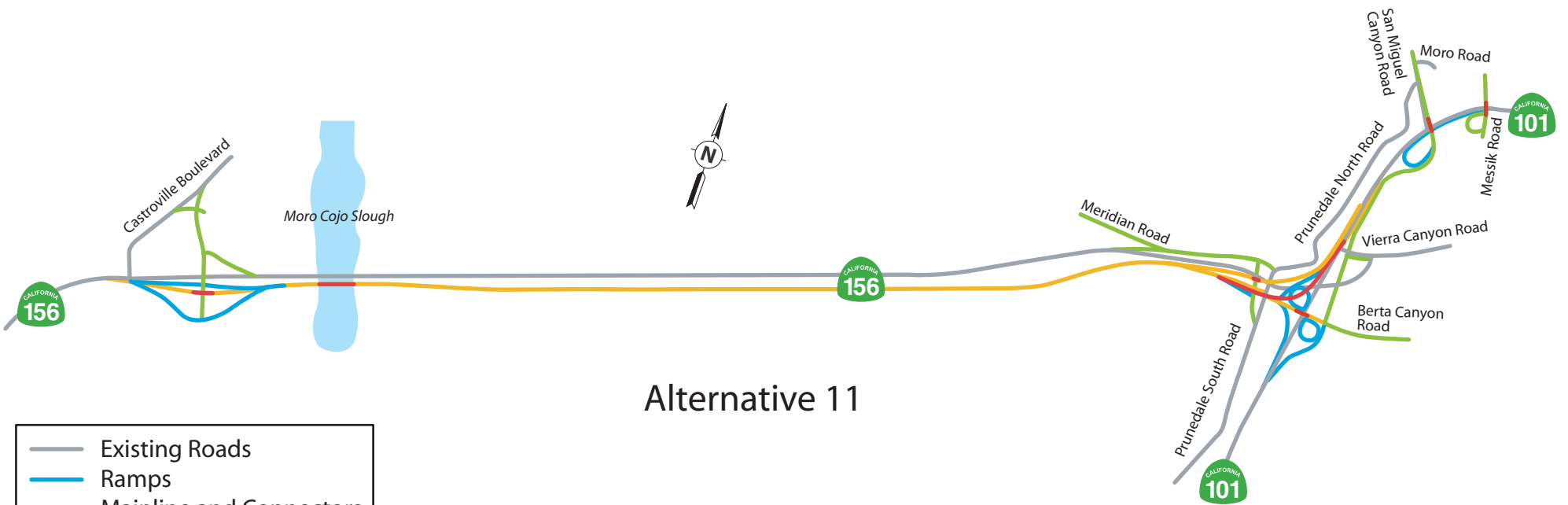
- Antecedentes:** La Ruta 156 es una ruta este-oeste que comienza a partir de la Ruta 1 en Castroville en el condado de Monterey y termina en la Ruta 152 cerca de Hollister en el condado de San Benito. La Ruta 156 es una carretera convencional de dos carriles dentro de los límites del proyecto, y da servicio al tráfico interregional y recreativo que se dirige a la Península de Monterey.
- Propósito del proyecto:** El propósito del proyecto es: Aumentar la integridad física y mejorar las operaciones; mejorar el acceso vial local a la Ruta 156; aliviar la congestión actual; y proporcionar capacidad para absorber los futuros aumentos del volumen del tráfico.
- Descripción:** El Departamento de Transporte de California (Caltrans), la Administración Federal de Carreteras (FHWA) y la Agencia de Transporte del condado de Monterey (TAMC) proponen ensanchar la Ruta 156 entre la Ruta 101 y Castroville Boulevard y reconstruir el intercambio 101/156 en el condado de Monterey. Caltrans actualmente estudia los efectos que el proyecto puede tener en el medio ambiente.
- Calendario del estudio:** El estudio ambiental se encuentra en la etapa de definición del proyecto, durante la cual se procura activamente la contribución de comentarios e información por parte de las agencias responsables y del público. Basado en los resultados de los estudios de campo y de los comentarios, se preparará un borrador del Reporte sobre el Impacto Ambiental (EIR), el cual se pondrá a la disposición del público a fin de que éste pueda revisarlo y hacer sus comentarios en 2008. El Reporte final sobre el Impacto Ambiental se espera salga a la luz en octubre de 2009.
- Comentarios del público:** Se considerarán los comentarios que haga el público a lo largo de todo el proceso de preparación del Reporte sobre el Impacto Ambiental, pero son más importantes para dar orientación al estudio al principio en la etapa de definición del proyecto. Sírvase enviar sus comentarios e información por escrito a más tardar el 30 de diciembre de 2006 a Bobi Lyon-Ritter; Senior Environmental Planner; Caltrans; 2015 East Shields Avenue, Suite 100; Fresno, CA 93726 o por correo electrónico a bobi_lyon@dot.ca.gov
- ¿Tiene preguntas?** Para obtener más información, comuníquese con David Silberberger, Gerente del Proyecto llamando al (805) 549-3798.

Mapa del proyecto al reverso





Alternative 12



Alternative 11

- Existing Roads
- Ramps
- Mainline and Connectors
- Structures
- Local Roads

Not to Scale

APPENDIX B: PROJECT DISPLAY BOARDS



**STATE ROUTE 156 WEST CORRIDOR PROJECT
SCOPING INFORMATION MEETING / OPEN HOUSE
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APRIL 2007**



Descripción del proyecto

El proyecto propuesto ensancharía la Ruta 156 entre la Ruta 101 a Castroville Boulevard y reconstruiría el Intercambio 101/156 en el condado de Monterey

Propósito y necesidad

El propósito del proyecto es:

- Aumentar la integridad física y mejorar las operaciones
- Mejorar el acceso local a la Ruta 156
- Aliviar la congestión actual
- Proveer capacidad para absorber los aumentos futuros del volumen de tráfico

Project Description

The proposed project would widen Route 156 between Route 101 and Castroville Boulevard and reconstruct the 101/156 interchange in Monterey County

Purpose and Need

The purpose of the project is:

- To improve safety and operations
- To improve local road access to Route 156
- To relieve existing congestion
- To provide capacity for future increases in traffic volumes



Espinosa Parkway: una alternativa no viable

La carretera Espinosa Parkway:

- Eliminaría la producción agraria de una gran área de tierra agrícola de primera
- Cuesta de dos a tres veces lo que cuesta cualquier otra alternativa propuesta para la SR 156
- No brinda beneficios adicionales que justifiquen el costo
- Es muy difícil de construir en fases a la medida que se vayan dando los fondos

Espinosa Parkway: not a viable alternative

The Espinosa Parkway would:

- Remove a large area of prime agricultural land from production
- Cost two to three times that of any other proposed alternative for SR 156
- Not provide additional benefits that would justify the cost
- Be very difficult to construct in phases as funding becomes available



¿Por qué estamos aquí esta noche?

- Para presentarles el proyecto a las partes interesadas
- Para recibir comentarios acerca de las alternativas del proyecto propuestos y de sus efectos potenciales
- Para responderles sus preguntas

Why are we here tonight?

- To present the project to interested parties
- To receive comments about the proposed project alternatives and their potential effects
- To answer your questions

Please sign in. Please view our displays, ask questions and give us your input concerning this project.

Sírvase inscribirse. Vea las exhibiciones, haga preguntas y dénos sus ideas y comentarios acerca de este proyecto.



Bienvenido

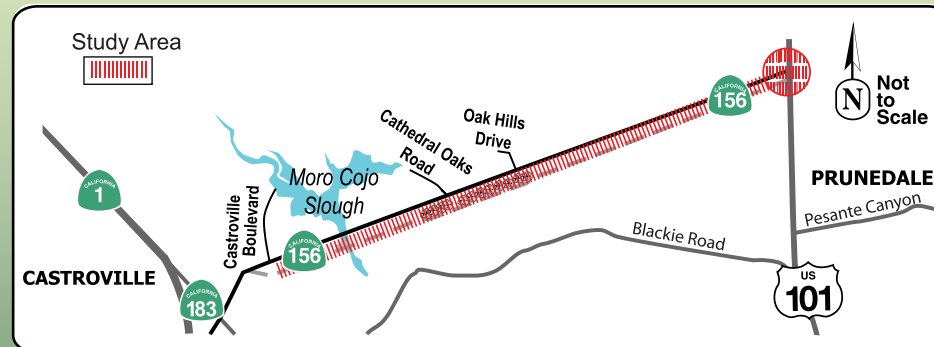
Reunión Informativa/
Junta Pública

Welcome

Scoping Information
Meeting/Open House

15 de noviembre del 2006

Escuela Secundaria
North Monterey County
13990 Castroville Bulevar
Castroville, CA
de 4 a 8 p.m.



November 15, 2006

North Monterey County High School
13990 Castroville Boulevard
Castroville, CA
4 p.m. to 8 p.m.

Please sign in. Please view our displays, ask questions and give us your input concerning this project.
Sírvase inscribirse. Vea las exhibiciones, haga preguntas y dénos sus ideas y comentarios acerca de este proyecto.



Comentarios del público

- Sus comentarios por escrito y los que le haga al/la estenógrafo(a) se convertirán en parte de los expedientes públicos. Sírvase colocar esta noche su tarjeta de comentarios en la caja correspondiente.

También se pueden enviar comentarios por escrito a:

California Department of Transportation
Environmental Branch/Unit 174
Attention: Bobi Lyon-Ritter
2015 East Shields Avenue, Suite 100
Fresno, CA 93726

o por correo electrónico a: bobi_lyon@dot.ca.gov

- También puede hacerle sus comentarios esta noche directamente a uno de los representantes de Caltrans.
- Contacte a Bobi Lyon-Ritter llamando al (559) 243-8178

¡Gracias por asistir a este evento esta noche!



Public Comment

- Your written comments or comments made to the court reporter will become part of the public record. Please place your comment card in the comment box tonight.

Written comments can also be sent to:

California Department of Transportation
Environmental Branch/Unit 174
Attention: Bobi Lyon-Ritter
2015 East Shields Avenue, Suite 100
Fresno, CA 93726

or e-mail: bobi_lyon@dot.ca.gov

- You can also make comments directly to one of the Caltrans representatives tonight.
- Contact Bobi Lyon-Ritter at (559) 243-8178.

Thank you for attending this evening!

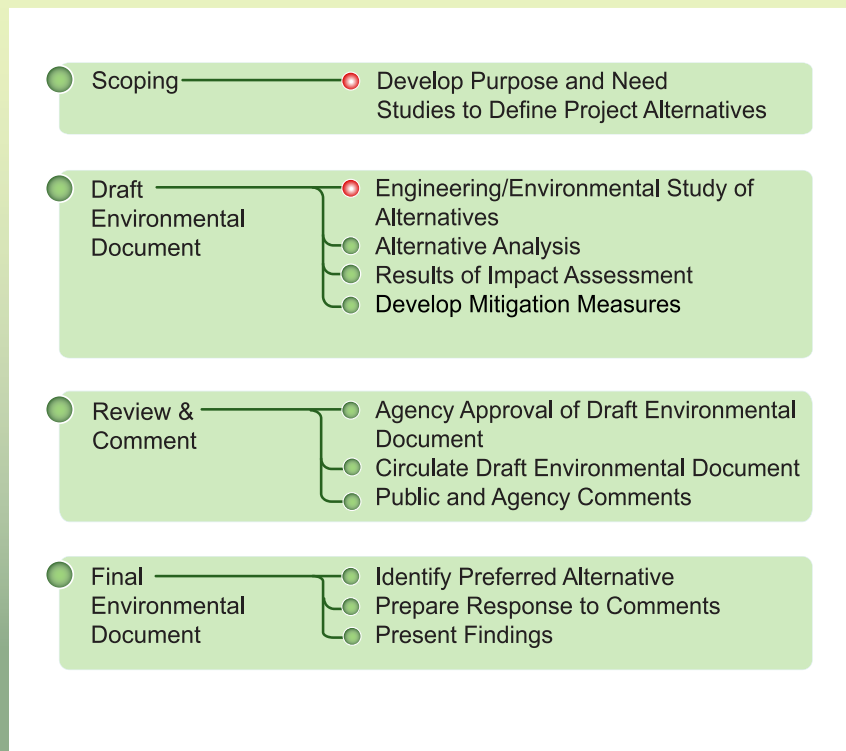
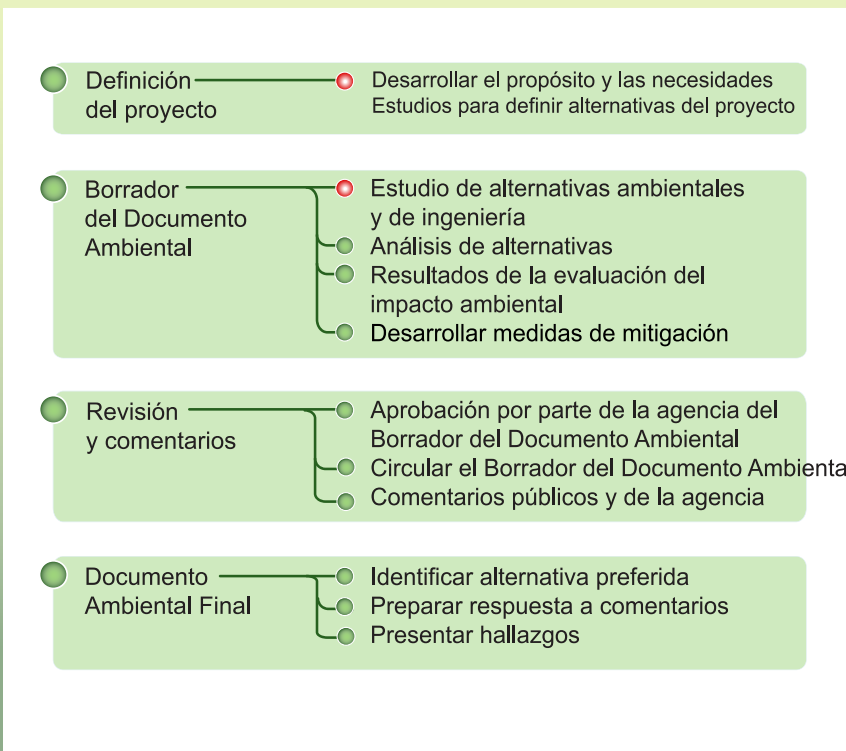


US Department of Transportation
Federal Highway Administration



Proceso ambiental

Environmental Process





Estudios ambientales

Todos los aspectos del ambiente que nos rodea son importantes para Caltrans. Por lo tanto identificamos los recursos que hay dentro del área de nuestros proyectos propuestos y analizamos cómo el proyecto los afecta. Entre las áreas que estudiamos se encuentran:

- Calidad del aire y agua
- Recursos hidráulicos y aluviónicos
- Recursos históricos y prehistóricos
- Plantas y animales (por ejemplo, robles nativos, la salamandra tigre de California y la rana patirroja)
- Humedales (por ejemplo, Moro Coho Slough)
- Recursos y economías de la comunidad
- Del ruido y los desechos peligrosos
- Recursos visuales y estéticos
- Tierras agrícolas

Environmental Studies

All aspects of the environment that surround us are important to Caltrans. We therefore identify the resources within the area of our proposed projects and analyze how the project would affect them. Areas that we study include:

- Air and water quality
- Floodplain and hydraulics
- Historic and prehistoric resources
- Plants and animals (i.e., Native Oaks, California Tiger Salamander & Red-legged Frog)
- Wetlands (i.e., Moro Cojo)
- Community resources and economies
- Noise and hazardous waste
- Visual and aesthetic resources
- Farmland

APPENDIX C: MAILER / FLYER



**STATE ROUTE 156 WEST CORRIDOR PROJECT
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Route 156 West Corridor
Project Outreach
c/o MIG, Inc.
800 Hearst Avenue
Berkeley, CA 94710

First Class
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Berkeley, CA
Permit No. 535

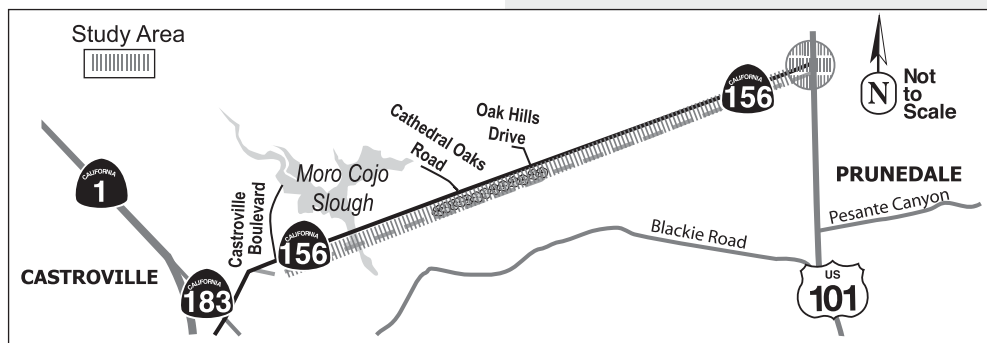


**Scoping Information Meeting/
Open House on the
Route 156 West Corridor Project**

Date: Wednesday, November 15, 2006
Time: 4 P.M. to 8 P.M.

**Reunión Informativa/Junta Pública
sobre el Proyecto de la Carretera
Estatad 156 Rumbo al Oeste**

Fecha: Miércoles, 15 de Noviembre del 2006
Hora: de 4 a 8 p.m.



What is Being Planned?

The California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the Transportation Agency for Monterey County (TAMC) propose to widen Route 156 between Route 101 and Castroville Boulevard and reconstruct the 101/156 interchange in Monterey County. The purpose of the project is to relieve existing congestion, provide capacity for future increases in traffic volumes, to improve local road access to Route 156 and to improve safety and operations.

Lo Que Se ha Planeado:

El Departamento de Transporte de California ("California Department of Transportation — Caltrans"), la Secretaría Federal de Vías Públicas ("Federal Highway Administration — FHWA") y la Agencia de Transporte para el condado de Monterey ("TAMC") proponen ampliar la carretera estatal 156 entre la carretera 101 y Castroville Boulevard y reconstruir el enlace entre las carreteras 101 y 156 en el condado de Monterey. Este proyecto tiene como objetivo aligerar la congestión actual de tránsito, suministrar la capacidad de acomodar los aumentos de tránsito que habrá en el futuro, mejorar el acceso a la carretera 156 de los caminos locales, y mejorar la seguridad y el funcionamiento.





Route 156 West Corridor Project

Caltrans is currently studying the effect this proposed project may have on the environment. The Public Scoping Meeting/ Open House will give you an opportunity to make comments, provide information and express concerns at an early point in the studies.

What's Available?

Preliminary mapping of the proposed project and other information will be available for viewing. You are invited to attend any time between 4:00 P.M. and 8:00 P.M. and ask questions of project staff. A brief, formal presentation will also be made at 6:00 P.M.

Where Do I Come In?

If you would like to comment on the alternatives or issues that should be covered in the study, you may submit written comments to Caltrans, Attention: Kay Goshgarian, Environmental Coordinator, 2015 East Shields Avenue, Suite 100, Fresno, CA 93726 or email kay_goshgarian@dot.ca.gov.

What If I Want to Know More?

For more information, please contact David Silberberger, Project Manager at (805) 549-3798.

Special Accommodations

Individuals who require special accommodations (American Sign Language Interpreter, accessible seating, documentation in alternative formats, etc.) are required to contact District 5 Public Affairs Office at (805) 549-3318 at least 5 days prior to the scheduled open house date. Telecommunication Devices for the Deaf (TDD) users may contact the California Relay Service TDD line at 1-800-732-2929 or Voice Line at 1-800-735-2922.

Scoping Information Meeting/Open House

November 15, 2006, 4 P.M. to 8 P.M.
 Formal presentation at 6 P.M.
 North Monterey County High School
 13990 Castroville Boulevard
 Castroville, CA

Proyecto de la Carretera Estatal 156 Rumbo al Oeste

Caltrans ha emprendido un estudio de los efectos que puede tener este proyecto sobre el medio ambiente. La reunión informativa/junta pública le dará a usted la oportunidad de ofrecer comentarios e información, y de expresar sus preocupaciones sobre el estudio que se propone.

Lo Que Usted Podrá Ver:

Un mapa preliminar del proyecto que se propone e información adicional. Se le invita asistir en cualquier momento entre las 4:00 y las 8:00 pm para dirigir las preguntas que tenga al personal del proyecto. También se hará una breve presentación formal a las 6:00 pm.

Cómo Puede Contribuir Usted:

Si desea ofrecer sus comentarios sobre el estudio, puede enviarlos por escrito a: Caltrans, Attention: Kay Goshgarian, Environmental Coordinator, 2015 East Shields Avenue, Oficina 100, Fresno, CA 93726, o por correo electrónico a: kay_goshgarian@dot.ca.gov.

Si Desea Más Información:

Para más información, favor de comunicarse con David Silberberger, Encargado del Proyecto, al (805) 549-3798.

Si Necesita Asistencia Especial:

Los individuos que necesiten asistencia especial (por ejemplo, un intérprete de Lenguaje de Señas Americano, un asiento de acceso fácil, la documentación en formato alternativo, y así por el estilo) deben comunicarse con la Oficina de Relaciones Públicas del Distrito 5 ("District 5 Public Affairs Office) al (805) 549-3318 con por lo menos 5 días de anticipación a la fecha programada de la reunión pública. Los que utilicen un Aparato Telefónico para los Sordos ("TDD") pueden comunicarse con la línea TDD del California Relay Service ("Servicio de Retransmisión de California") al 1-800-732-2929 o con Voice Line al 1-800-735-2922.

Reunión Informativa/ Junta Pública

15 de Noviembre del 2006, de 4 a 8 p.m.
 Presentación formal a las 6:00 p.m.
 North Monterey County High School
 13990 Castroville Boulevard
 Castroville, CA

APPENDIX D: PUBLIC NOTICES



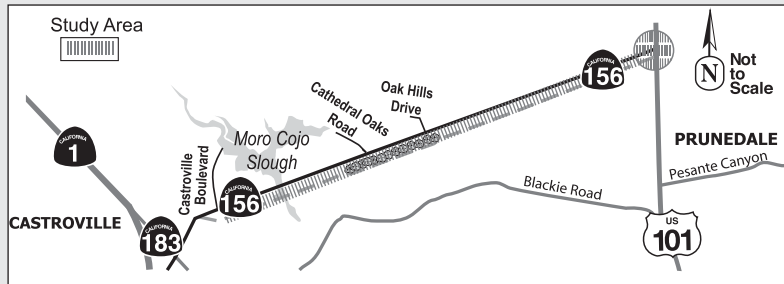
STATE ROUTE 156 WEST CORRIDOR PROJECT
SCOPING INFORMATION MEETING / OPEN HOUSE
SUMMARY REPORT
APRIL 2007



PUBLIC NOTICE



Scoping Information Meeting/Open House On the Route 156 West Corridor Project



When and Where

Date: November 15, 2006
Time: 4 P.M. to 8 P.M.

Place: North Monterey County High School
13990 Castroville Boulevard
Castroville, CA

What is Being Planned?

The California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the Transportation Agency for Monterey County (TAMC) propose to widen Route 156 between Route 101 and Castroville Boulevard and reconstruct the 101/156 interchange in Monterey County. The purpose of the project is to relieve existing congestion, provide capacity for future increases in traffic volumes, to improve local road access to Route 156 and to improve safety and operations.

Why this Public Notice?

Caltrans is currently studying the effect this proposed project may have on the environment. The Public Scoping Meeting/Open House will give you an opportunity to make comments, provide information and express concerns at an early point in the studies.

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Contact

For more information, please contact David Silberberger, Project Manager at (805) 549-3798.

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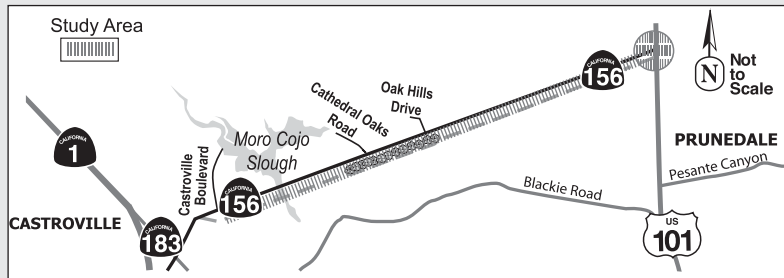
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AVISO PÚBLICO



Reunión Informativa/Junta Pública sobre el Proyecto
de la Carretera Estatal 156 rumbo al oeste



Cuándo y dónde tomará lugar:

Fecha: 15 de noviembre del 2006 **Lugar:** North Monterey County High School
Hora: de 4 a 8 p.m. **13990 Castroville Boulevard**
Castroville, CA

Lo que se ha planeado:

El Departamento de Transporte de California ("California Department of Transportation — Caltrans"), la Secretaría Federal de Vías Públicas ("Federal Highway Administration — FHWA") y la Agencia de Transporte para el condado de Monterey ("TAMC") proponen ampliar la carretera estatal 156 entre la carretera 101 y Castroville Boulevard y reconstruir el enlace entre las carreteras 101 y 156 en el condado de Monterey. Este proyecto tiene como objetivo aligerar la congestión actual de tránsito, suministrar la capacidad de acomodar los aumentos de tránsito que habrá en el futuro, mejorar el acceso a la carretera 156 de los caminos locales, y mejorar la seguridad y el funcionamiento.

El propósito de este aviso:

Caltrans ha emprendido un estudio de los efectos que puede tener este proyecto sobre el medio ambiente. La reunión informativa/junta pública le dará a usted la oportunidad de ofrecer comentarios e información, y de expresar sus preocupaciones sobre el estudio que se propone.

Lo que usted podrá ver:

Un mapa preliminar del proyecto que se propone e información adicional. Se le invita asistir en cualquier momento entre las 4:00 y las 8:00 pm para dirigir las preguntas que tenga al personal del proyecto. También se hará una breve presentación formal a las 6:00 pm.

Cómo puede contribuir usted:

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