Naranjo Blvd-Mulberry St Roundabout

San Joaquin Valley
Project Level Conformity Group
Presentation

CalTrans EA #06-1F640

March 5, 2025

TCAG Tulare County Association of Governments

CITY OF WOODLAKE

COUNTY OF TULARE CALIFORNIA

Project Overview

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- Location and Other Background Information
- Purpose and Need
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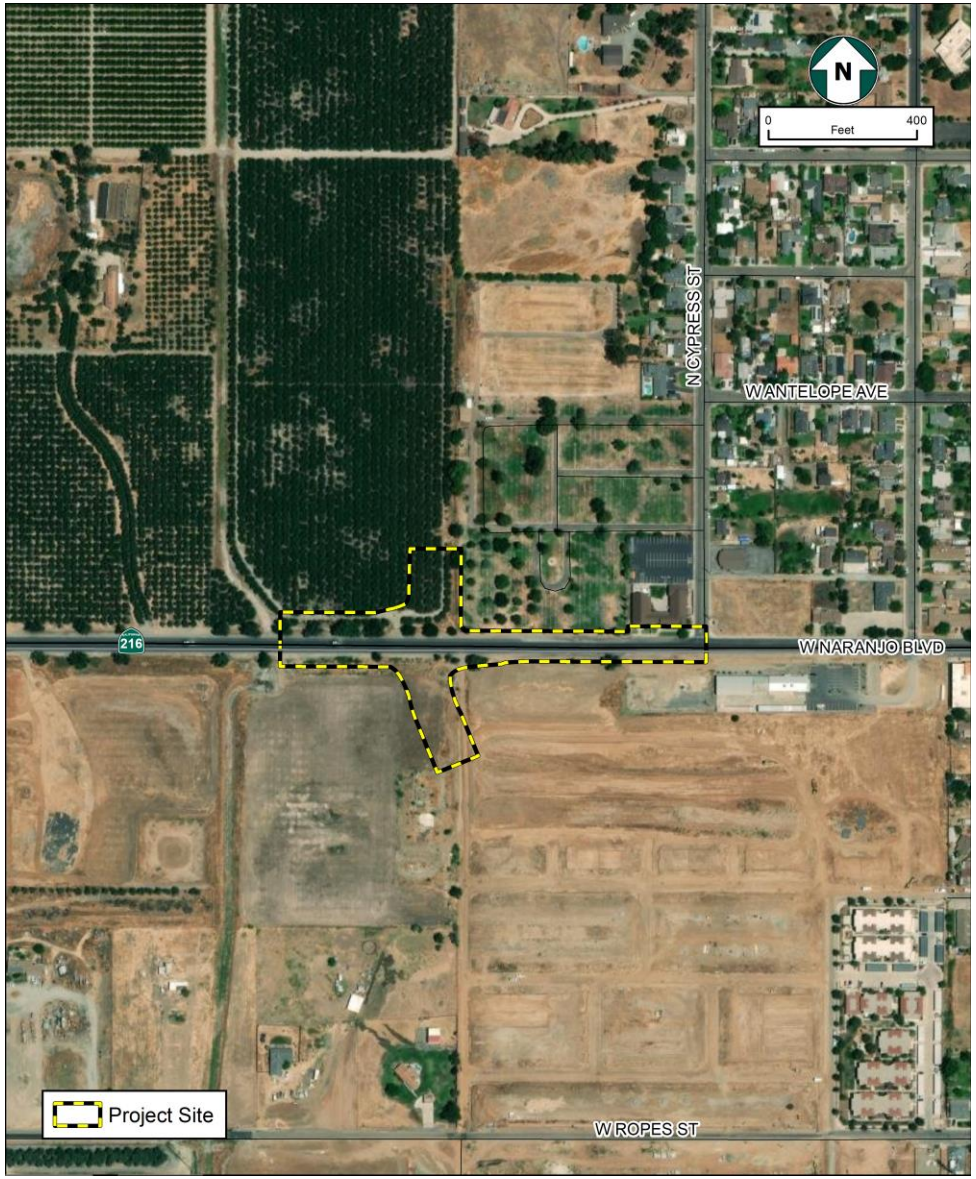
[1]FTIP: Federal Transportation Improvement Program; CTIPS: California Transportation Improvement Program System.

Project Description

Location: Woodlake, City – Tulare County

- The City of Woodlake proposes to improve State Route 216 (Hwy 216) with the construction of a new single lane urban roundabout at Mulberry St and Naranjo Blvd.
  - Road improvements along Naranjo Boulevard will extend approximately 486 feet west and 655 feet east of the Mulberry alignment.
  - Road along Mulberry Street will extend approximately 250 feet north and 250 feet south of the Naranjo Boulevard.
- To accommodate the proposed roundabout, the following are also proposed:
  - Acquire additional approximately 17,831 square feet of additional right-of-way along Naranjo Boulevard.
  - Acquire additional approximately 15,876 square feet of right-of-way along Mulberry Street.
- The Project construction will include grading, paving, striping, signage, landscaping and irrigation.
- Additional Project features include installation of curb, gutter, medians, sidewalk, Americans with Disability Act compliant ramps, streetlights, bicycle lanes, public utility relocation, and storm drain improvements along Naranjo Boulevard.
- The Project does not meet the criteria of an exempt project under 40 CFR 93.126 or 93.128.

Project Location



Project Purpose and Need

The purpose of the Project is to:

- Develop a new connection at Naranjo Boulevard and Mulberry Street.
- Provide connectivity for new and future developments to Naranjo Boulevard.
- Provide pedestrian and bicycle access to the City's downtown area from the west.
- Improve pedestrian and bicycle safety.
- Slow down traffic heading east along Naranjo Boulevard as it enters the City.
- Reduce congestion and improve air quality.

The project is needed because:

- Projected population growth in the area would require the connection of Mulberry Street to Naranjo Boulevard.
- The intersection will become congested over time as more development is constructed. The intersection progressively worsens from an LOS C during the Opening Year to an LOS F during the Analysis Year.
- Based on the four alternatives evaluated for the intersection, a single lane roundabout was recommended.

Project Listing in the TIP

- The proposed Project is listed in the TCAG 2025 FTIP/2022 RTP (Federal approval anticipated 12/16/2024)*
- The Project is listed in the TIP; however, since the Project is a roundabout, it is not considered regionally significant.

TUL25-004 CITY/2024CAA 5.01 Woodlake, City of	In the City of Woodlake, at the intersection of Naranjo Boulevard (SR 216) and Mulberry Street; construct roundabout (2022 RTP, Table F-6.1, page E-14). $ 6,410,000 DFTIP Amend 0.00 21500000804	PE RW Const Total	777,000 777,000	 183,000 5,450,000 5,633,000						******** Version 1 - 05/24/2024 ********Carryover from 2023 FTIP. Prior 777,000 Current 5,133,000 500,000

* chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://tularecog.org/sites/tcag/assets/File/2025-FTIP-Final.pdf

Project Features or Alternatives

Alternative Chosen for Project:

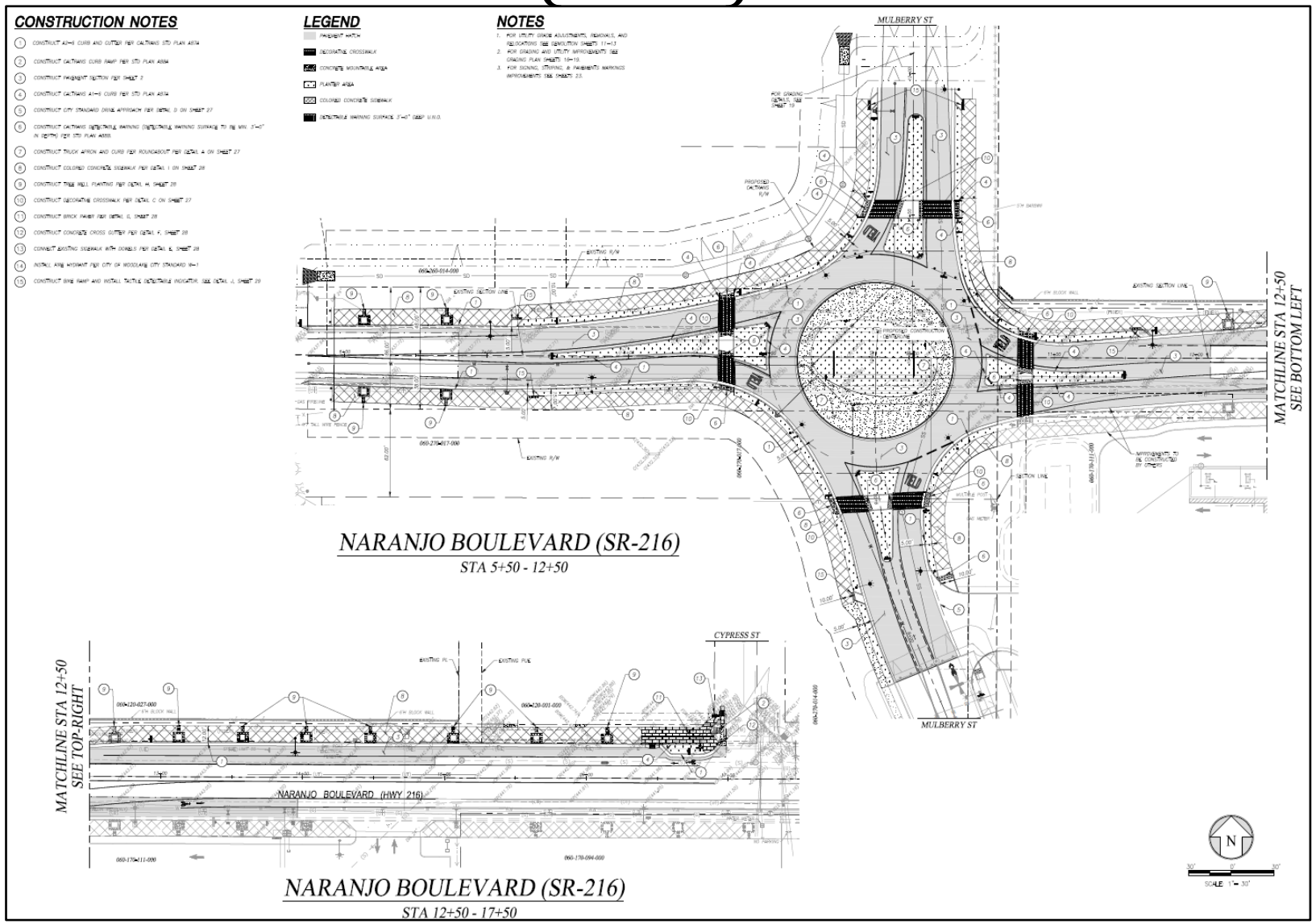
- A single-lane roundabout.

Alternatives Considered But Not Chosen for Project:

- A two-way stop controlled (TWSC) intersection.
- An all-way stop-controlled (AWSC) intersection.
- A signalized intersection.

Project Features or Alternatives (cont.)

Build Scenario Project Features:



Traffic Data

Years Considered: Three years in terms of the existing (2022), opening (2025), and analysis year (2045) are considered for assessing the traffic data. The design year of the project is selected as the analysis year.

Existing Year: Traffic data for the existing year of 2022 consisted of 9,018 Annual Average Daily Traffic (AADT), 451 trucks AADT, and a 5% fraction of truck traffic.

Traffic Data (cont.)

Opening Year: Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, and fraction of truck traffic for the opening year 2025 No-build and Build Scenarios is shown below:

Opening Year 2025

	No Build	Build
Cross Street AADT	11,812	11,812
Truck AADT	590	590
% Trucks	5	5

Analysis (Design) Year: 2045 was selected as the Analysis year because it is expected to be the peak year resulting in peak emissions for this project. Traffic data consisting of Average Daily Traffic (ADT), trucks ADT, and the fraction of truck traffic for the design year 2045 No-build and Build Scenarios is shown below:

Design Year 2045

	No Build	Build
Cross Street AADT	20,752	20,752
Truck AADT	1,037	1,037
% Trucks	5	5

Project Schedule

Project Study Report Approved	Dates
Target Environmental Documents Approval	3/15/25
Target Project Design Completion	5/22/26
Award Contract	3/26/27
Approve Contract	4/9/27
Construction Begins	4/10/29
Construction Ends	4/10/30

Summary of Traffic Findings

- The Project is not a new or expanded highway project.
- The Project would not increase traffic volume or truck percentages.
  - Traffic and Truck volumes remain unchanged between no build and build scenarios.
  - Truck percentages would remain at 5% of total ADTs under Build and No Build conditions.
  - The highest ADT volume that would occur under design year conditions with the project is 20,752 ADT.
  - The highest truck average daily trips that would occur under future conditions is 1,037 ADT.
- Growth in traffic/truck volumes are attributed to anticipated population growth, not new traffic induced by construction of the Project.
- Additionally, the project improves the level of service (LOS) at the intersection over any alternative considered.
  - Design Year LOS:
    - TWSC Intersection: LOS F (AM Peak) and LOS F (PM Peak)
    - AWSC Intersection: LOS F (AM Peak) and LOS F (PM Peak)
    - Single-Lane Roundabout: LOS B (AM Peak) and LOS C (PM Peak)

Project-level Conformity Conclusion

- **Project does not meet the criteria for a POAQC** as defined in the final rule by 40 CFR 93.123(b)(1). The project is listed as one of the non-exempt project examples that are not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii) stated as

> "Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and interchange reconfiguration projects that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM emissions"

Questions?

Contact Information

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