

# CALTRANS CORRESPONDENCE

## Nancy Sailsbery

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**From:** Rupinder Jawanda [rupinder\_jawanda@dot.ca.gov]  
**Sent:** Monday, November 30, 2009 2:10 PM  
**To:** Angus Saint-Evens  
**Cc:** Nancy Sailsbery  
**Subject:** RE: FW: City of Orland Bottling Plant Proposal

Angus,

The signalization is locally funded, more information regarding this project can be obtained from the City of Orland, who I have copied on this email.

Thanks,

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Rupinder Jawanda  
Transportation Planner  
Department of Transportation  
Office of Transportation Planning North  
703 B Street, Marysville, CA 95901  
P 530.740.4989  
F 530.741.5346

"Angus  
Saint-Evens"  
<saintevens@sbcgl  
obal.net>

11/25/2009 01:22  
PM

"Rupinder Jawanda"  
<rupinder\_jawanda@dot.ca.gov>

To

cc

Subject

RE: FW: City of Orland Bottling  
Plant Proposal

All I can report is what was said at a TAC meeting-50 one way trips per day by the trucks and no other information about traffic to and from the project site. I can add from the current City General Plan Environmental checklist that Pabst at Mill street [within 600 feet of Hwy 32] with an indicated LOS of A, shows 2,400 daily volume. [100 per hour]. This TIS done by kd Anderson Transportation Consultants also reflects future Roadway volumes increasing to a daily use of 7,600.

When did the city get funding from Cal trans for this signalization? If you know? Is it too early to tell if an intersection realignment is also going to be included? Please excuse my ignorance of these matters, I am concerned about the increase in truck traffic amongst other issues especially on a street where school buses stop and pick up pupils.

00914

Thank you for your input and have a good Thanksgiving Day.

Angus

-----Original Message-----

From: Rupinder Jawanda [mailto:rupinder\_jawanda@dot.ca.gov]  
Sent: Wednesday, November 25, 2009 11:29 AM  
To: Angus Saint-Evens  
Cc: nsailsbery@cityoforland.com  
Subject: RE: FW: City of Orland Bottling Plant Proposal

Angus,

Any changes in the project such as traffic numbers need to be submitted to the City of Orland. If there are any changes in the traffic numbers, the City will need to submit the revised information to us. The Traffic Impact Study (TIS) guidelines discuss PEAK hour trips. The project document states average DAILY truck and employee traffic. The project does not meet the threshold of 100 PEAK hour trips; further, the application does not state that every trip will access the highway at Pabst Rd., as there are other options to access the site.

If a traffic analysis is required based on new information, it may require a traffic signal. A project to install a traffic signal is already in works, and it is currently going through the permitting process.

Thanks,

---

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"Angus  
Saint-Evens"  
<saintevens@sbcgl  
obal.net>

11/23/2009 01:24  
PM

To  
"Rupinder Jawanda"  
<rupinder\_jawanda@dot.ca.gov>

cc

Subject  
RE: FW: City of Orland Bottling  
Plant Proposal

00915

The applicant admitted at last Wednesdays TAC meeting and city accepted that fact of 50 trips per day 365 days a year. That is 18,250 trips per year. Is it still the recc of Cal trans not to do a TIS? This number DOES NOT include delivery trips of miscellaneous supplies Liquefied CO2 etc. It DOES NOT include employees trips to and from the facility.

Angus Saint-Evens

-----Original Message-----

From: Rupinder Jawanda [mailto:rupinder\_jawanda@dot.ca.gov]  
Sent: Monday, November 16, 2009 2:51 PM  
To: Angus Saint-Evens  
Cc: nsailsbery@cityoforland.com  
Subject: RE: FW: City of Orland Bottling Plant Proposal

Angus,

I'm glad to have assisted you. Caltrans is providing information based on the number of trips provided in the application. If you have contrary information please submit it to the City of Orland, I have copied them on this email so they are in the loop.

Thanks,

---

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"Angus  
Saint-Evens"  
<saintevens@sbcgl  
obal.net>

11/16/2009 02:38  
PM

"Rupinder Jawanda"  
<rupinder\_jawanda@dot.ca.gov>

To

cc

Subject

RE: FW: City of Orland Bottling  
Plant Proposal

00916

I must be brain defective, 100 trip per day? 100 per hour during peak times? Again I see real problems at 32 and road Pabst during the early morning and evening hours when Chico commuters arrive and leave Orland.

There is no signalization at this intersection and today I witnessed a big rig [40 van] turning from EB 32 to SB Pabst unable to negotiate without entering the NB lane of Pabst, Frankly I had not thought of this turn being a problem I just considered NB Pabst to WB 32 [to I-5] to be the problem. I have to go to Chico so I know you will be disappointed that this has to be my last for today,

Again many many thanks

Angus

-----Original Message-----

From: Rupinder Jawanda [mailto:rupinder\_jawanda@dot.ca.gov]  
Sent: Monday, November 16, 2009 2:17 PM  
To: Angus Saint-Evens  
Subject: RE: FW: City of Orland Bottling Plant Proposal

Angus,

The document received by Caltrans stated the average daily truck traffic would be approximately 30 trips/day. In this location, the threshold at which a Traffic Impact Study (TIS) would be requested is 100 peak hour trips assigned to the State Highway System.

Thanks,

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F 530.741.5346

"Angus  
Saint-Evens"  
<saintevens@sbcgl  
obal.net>

11/16/2009 01:43  
PM

"Rupinder Jawanda"  
<rupinder\_jawanda@dot.ca.gov>

To

cc

Subject

RE: FW: City of Orland Bottling  
Plant Proposal

00917

Can you reply with the number of trips required because we are hearing 50 one way trips per day 7 days a week 24hours per day.

Thanks for you response.

-----Original Message-----

From: Rupinder Jawanda [mailto:rupinder\_jawanda@dot.ca.gov]  
Sent: Monday, November 16, 2009 1:20 PM  
To: Angus Saint-Evens  
Subject: Re: FW: City of Orland Bottling Plant Proposal

Mr. Saint-Evens,

After the October Site Plan Review, our Traffic Operations division determined there wasn't a need for a Traffic Impact Study (TIS), because the number of truck trips/day stated in the application did not meet the trip generation thresholds in the TIS guidelines. The guidelines are used to determine impacts that decrease the level of service to the State Highway System. If you have further questions please contact me, or my supervisor Sue Takhar at sukhvinder\_takhar@dot.ca.gov

Thank you,

---

Rupinder Jawanda  
Transportation Planner  
Department of Transportation  
Office of Transportation Planning North  
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P 530.740.4989  
F 530.741.5346

"Angus  
Saint-Evens"  
<saintevens@sbcgl  
obal.net>

<rupinder\_jawanda@dot.ca.gov> To  
cc

11/14/2009 11:10  
PM

Subject  
FW: City of Orland Bottling Plant  
Proposal

I note that on behalf of Caltrans and as of 10/12 there were no comments on the proposed Water bottling Plant in Orland.

Could you please answer a couple of questions. The plant from the documents provided by Crystal Geysers will require a minimum of 25 round trips (50 one way) to the facility across

S/R 32 and through the uncontrolled intersection at Pabst and Hwy 32. This by 80,000# trucks. To this Caltrans has no comment? Secondly at the initial meeting on this Caltrans, had stated that a "TIS should be prepared due to the peak hour trips this commercial development will generate and the proximity to ...32", and further requesting to review the scope of the TIS before it began.

Has that study been completed, if so where can it be found and if not, why is Caltrans not requiring same based up the forgoing factors that were at least on the face relevant to Caltrans in July?

Thank you for your consideration of this request.

Angus Saint-Evens

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.425 / Virus Database: 270.14.67/2506 - Release Date: 11/16/09 07:43:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.425 / Virus Database: 270.14.67/2506 - Release Date: 11/16/09 07:43:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.425 / Virus Database: 270.14.67/2506 - Release Date: 11/16/09 07:43:00

No virus found in this incoming message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 8.5.426 / Virus Database: 270.14.81/2524 - Release Date: 11/25/09 07:31:00

00919

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## Diesel exhaust rule relaxed due to recession

SACRAMENTO

December 10, 2009 12:04am

- **CARB calls for more study**
- **Cites recessionary times' impact on truckers**

Scores of diesel rigs with angry drivers at the wheels rumbled their way around the California Statehouse on Wednesday as the California Air Resources Board decided that now is a good time to avoid enforcing a rule requiring tighter controls on truck exhaust.

Instead, CARB is calling for a new health report and has told its staff to explore regulatory flexibility for small businesses on the diesel truck rule.

The state's "Truck and Bus Rule" was adopted in December of last year.

The delay is due in part to the recession's effect on California's trucking industry, CARB says.

The down economy has reduced the amount of time trucks have operated, thus reducing harmful diesel emissions that would have occurred during normal economic times, the board says.

The board also directed staff to withdraw and redo the health report that carried Hien Tran's name since it was learned last year that he falsely claimed he held a PhD in statistics from UC Davis.

The board rejected a motion by member John Telles, who wanted to repeal the diesel rule after learning of the Tran incident.

"We take the employee misconduct very seriously but it should not affect an extremely important public health measure that has been extensively reviewed throughout the scientific community. We have tightened up our procedures to ensure an incident like this never happens again," says CARB Chairman Mary Nichols.

CARB passed the diesel truck and bus rule last December that requires truck owners to install diesel exhaust filters on their rigs by Jan. 1, 2011, with nearly all vehicles upgraded by 2014. The regulation is estimated to prevent 9,400 premature deaths over its lifetime.

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00920

## 2. CIRCULATION AND TRANSPORTATION

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There are operation difficulties associated with the one block offset of SR 32 at Swift and Walker Streets, which have been the focus of a recent Project Study Report (PSR) prepared by Caltrans. The study states that large trucks have difficulty making the offset turns without encroaching into opposing traffic lanes, and that the trucks frequently mount curbs at the corners and swing out into the lanes of oncoming traffic.

Caltrans proposes a major realignment designed to bring SR 32 directly into the intersection of Sixth and Walker Streets. Satisfactory roadway and intersection operations are projected with the implementation of this improvement project.

### TRUCK ROUTES

Trucks shall be routed through the City for safety and to minimize their impact on residential areas. Local deliveries are allowed on all streets, however, through truck traffic will be restricted to streets on the designated truck routes.

The following streets comprise the designated truck routes in the City. Designated routes are displayed on **Figure 2-2 Truck Routes**.

- State Route 32
- Sixth Street (County Road 99)
- South Street (I-5 to the eastern boundary of Railroad Avenue)
- Railroad Avenue (South Street to County Road 18)
- Papst Avenue (SR 32 to South Street)
- County Road 200 (Papst Avenue to County Road N)

### PUBLIC TRANSPORTATION

#### RAIL

The City of Orland is served by the Union Pacific Railroad, which provides freight

hauling service. The line runs north-south between Sixth and Fifth Streets. Passenger rail service provided by Amtrak runs the Sacramento-Dunsmuir line; the nearest passenger stop is in Chico.

Rail-served industrial activities contribute to the City's economic base. Rail spurs serving these activities have historically represented an important asset to the City of Orland and Glenn County.

#### BUS SERVICE/TAXI SERVICE

Glenn Ride is a transit service provided by Glenn County which includes service to Orland. It is a fixed-route bus system with round trips from Willows to Chico and servicing the communities of Artois, Orland and Hamilton City; and Glenn Ride Connection with round trips from Willows to Grindstone Rancheria and Elk Creek. There are currently 14 bus stops in Orland.

School buses operated by and serving the Orland Unified School district number approximately 13.

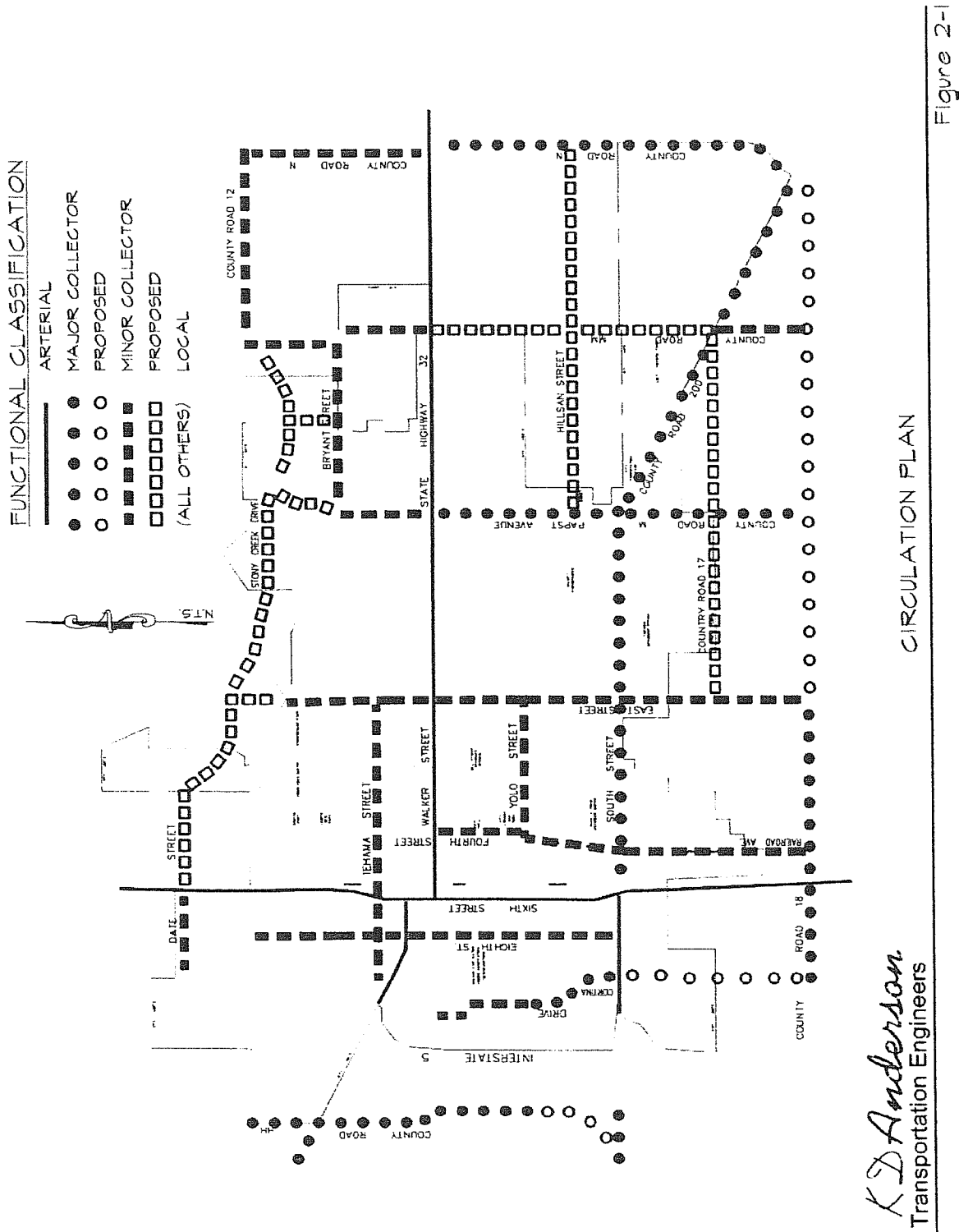
Jimmy's Cab is the taxi service in the City. The company operates one vehicle within the City, and also offers special transportation services to the elderly. The fees set for these special transportation services are subsidized, and defined by a contract with the Glenn County Transportation Commission.

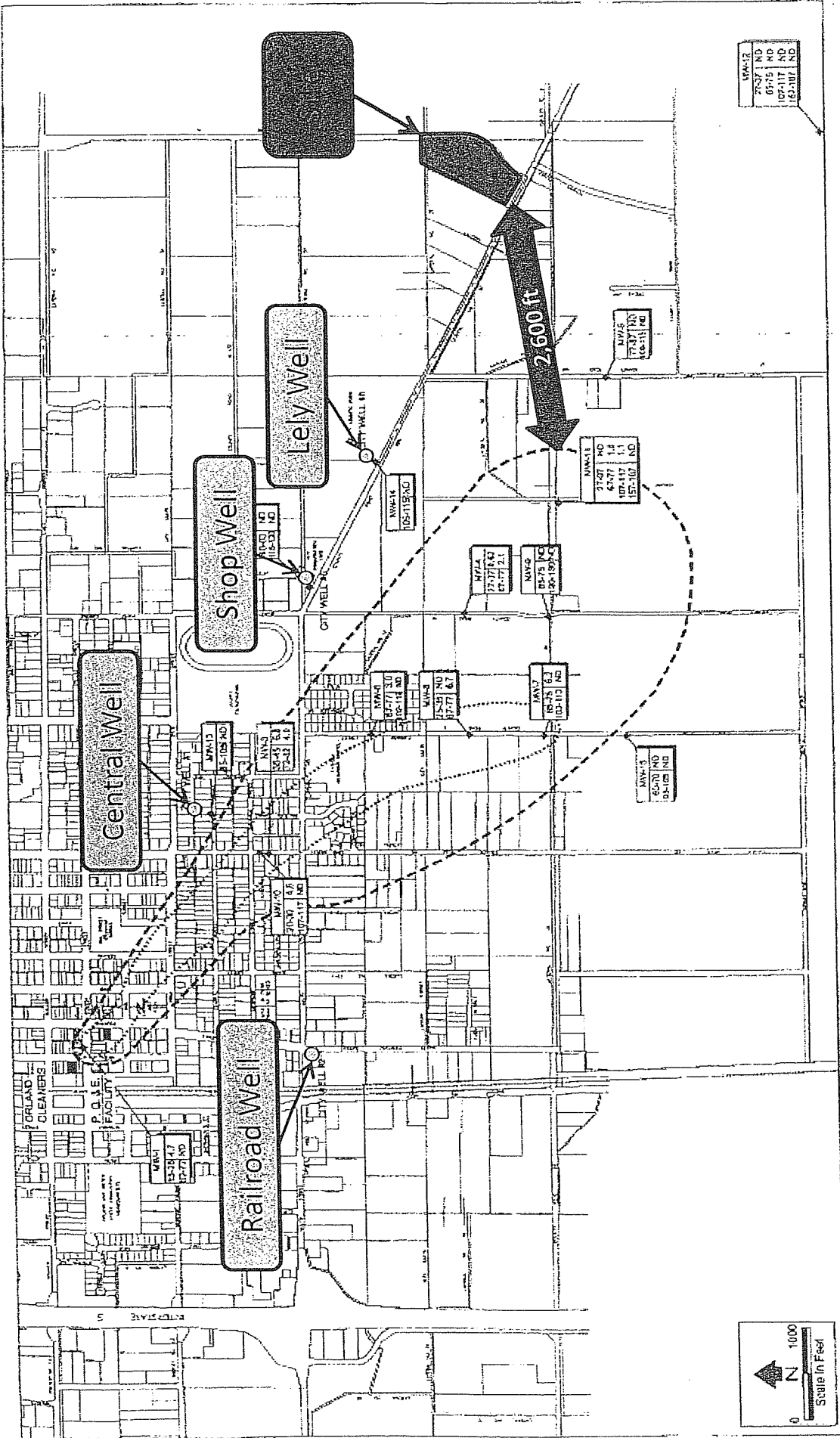
#### BICYCLE AND PEDESTRIAN FACILITIES

Currently, there are no designated bike lanes or bicycle facilities in the City. However, street widths can accommodate bicycle traffic in some areas, and bike racks are available at schools and parks.

## 2. CIRCULATION AND TRANSPORTATION

FIGURE 2-1 CIRCULATION DIAGRAM

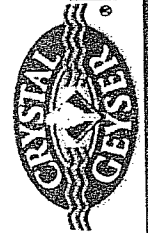




**PCE CONCENTRATIONS IN GROUNDWATER**  
**AUGUST 2009**  
 Groundwater Monitoring Report  
 Department of Toxic Substances Control  
 Oakland, California

FIGURE 5

# Location of City Supply Wells



**MALCOLM  
 PIRNIE**