

Appendix A Visual Impact Report

VISUAL IMPACT ASSESSMENT

State Route 29 Intersection Improvements at Rutherford Road and Oakville Cross Road

October 2023

California Department of Transportation

04-NAP-29

22.72 to 24.59

04-2W430

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Statement of Compliance: Produced in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this Project.

VISUAL IMPACT ASSESSMENT

State Route 29 Intersection Improvements at Rutherford Road and Oakville Cross Road

PURPOSE OF STUDY AND ASSESSMENT METHOD

The purpose of this Visual Impact Assessment (VIA) is to document potential visual impacts caused by the proposed Project and propose measures to lessen any detrimental impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the Project area, measuring the amount of change that would occur because of the Project, and predicting how the affected public would respond to or perceive those changes. This visual impact assessment follows the guidance outlined in the publication *Visual Impact Assessment for Highway Projects* published by the Federal Highway Administration (FHWA) in March 1981.

PROJECT DESCRIPTION

The State Route (SR) 29 Intersections Improvement Project (Project) would address operational and safety concerns at the Rutherford Road (SR 128) intersection in the community of Rutherford and the Oakville Cross Road intersection in the community of Oakville (see Figure 1). These two intersections experience a high number of collisions due to the lack of traffic turning operative measures. To address these concerns, the Project proposes to implement a single-lane roundabout at the Intersection of SR 29 and Oakville Cross Road and a traffic signal at the intersection of SR 29 and Rutherford Road. The construction of the proposed roundabout at the Oakville intersection would include the installation of new hardscape (concrete, stone, brick, etc.), street lighting, a pedestrian and bicyclist shared pathway, and raised islands to separate entering and exiting traffic. Additional bike and curb ramps would also be installed at the proposed roundabout location to accommodate crossing bicyclists and pedestrians. Proposed improvements at the Rutherford Road intersection would include the installation of new traffic signals and construction of additional sidewalks, curbs, and crosswalks.



The Napa Valley Wine Train (NVWT) tracks run along the western side of SR 29 at both intersections. Curb and gutter sidewalks would be constructed east of the railroad tracks. Existing pavement adjacent to the tracks on both sides of the crossing would also be reconstructed. Signage and lighting improvements, lane restriping, curb and gutter improvements, and new paving would be included for both the Rutherford Road intersection and the Oakville roundabout projects. These improvements may occur about 0.5 mile from the proposed intersections along SR 29 and up to approximately 0.25 mile on connecting roads (See Figure 2). Lastly, the current drainage system would be used to convey the flows from the intersection areas, and the existing signage within the right-of-way (ROW) would be replaced or upgraded.



Figure 1. Aerial View of Project Location at each Intersection, 2023



Legend

-  Key Viewpoints (KVP)
-  Project Footprint

0 0.25 0.5 Miles



Figure 2. Aerial View of Project Footprint at each Intersection, 2023

PROJECT LOCATION AND SETTING

The Project location and setting provide the context for determining the type of Project changes and the degree to which those changes would affect the existing character and quality of the visual environment. The proposed Project is located on SR 29 at the intersections of Rutherford Road (PM 22.72) and Oakville Cross Road (PM 24.59) in the communities of Oakville and Rutherford in Napa County, California. Napa County is in the northern California wine region federally recognized as an American Viticultural Area (AVA). An AVA is a label that dictates the geographic pedigree of wine, also known as Appellation of Origin (Wine Institute). Napa County, located fifty miles northeast of San Francisco, is within the North Coast appellation of the AVA. It is one of the world's famous wine regions known for stunning landscapes with notable views of the local mountain ranges and hundreds of hillside vineyards.

The Project corridor, or area of visual effect (AVE), is defined as the area of land that is visible from, adjacent to, and outside the highway ROW. It is determined by topography, vegetation, and viewing distance. For this Project, the AVE was determined to be 0.25 mile around the Project footprint. This AVE distance was chosen because of the gently sloping and moderately vegetated nature of the surrounding landscape. The distant rural landscape of the Mayacamas Mountains to the west and scenic views of nearby wineries and vineyards exemplify the area's "wine country" atmosphere. The Napa River flows half a mile from the Oakville Road intersection and a mile from the Rutherford Road intersection, paralleling SR 29. However, the Napa River is outside the AVE and is not visible from the road. Local businesses such as the Oakville Grocery in Oakville and Rutherford Grill in Rutherford create a relaxed community feel. Land uses along the Project corridor are primarily exurban, supporting low-density housing and commercial businesses, such as wineries, restaurants, grocery stores, and the post office. Much of the remaining surrounding area is used for the cultivation and harvest of grapes for wine production (see Figure 2).

According to the California State Scenic Highway System Map (California Department of Transportation, 2021), there are no officially designated State Scenic Highways within the Project vicinity. However, SR 29 is eligible for listing as a State Scenic Highway. Based on Caltrans Scenic Highway criteria, eligibility is determined by how much natural landscape is visible versus obstructed (Scenic Highway Guidelines, 2008). Napa County General Plan additionally institutes policies to protect the integrity of the California Scenic Roadways. For instance, Policy CC-13 states that, "the County's roadway construction and maintenance standards and other practices shall be designed to enhance the attractiveness of all roadways and in particular scenic roadways. New roadway construction or expansion shall retain the current landscape characteristics of County-designated scenic roadways, including retention of existing trees to the extent feasible and required re-vegetation and re-contouring of disturbed areas" (Napa County General Plan, 2008).

VISUAL RESOURCES AND RESOURCE CHANGE

Visual resources of the Project setting are defined by assessing *visual character* and *visual quality* in the Project corridor. Visual character is a description of what the landscape consists of. It is defined by existing natural and built landscape features. Visual resources and features may include landforms, vegetation, land uses, buildings, transportation facilities, historic structures, lighting, and open space. Visual quality is determined by evaluating the landscape's characteristics in terms of natural harmony, order, and coherence. *Resource change* is assessed by evaluating the visual character and visual quality of the Project corridor before and after the construction of the proposed Project.

Key viewpoints (KVPs) were selected to serve as a representation of visual quality and character surrounding the Project corridor (See Figure 3 and Figure 5). KVPs portray views that those who are using the corridor or are seeing the corridor would have. The following section describes the existing visual environment as seen from each KVP and the overall visual change that would occur as a result of the proposed Project.

KEY VIEWPOINT (KVP) #1



Figure 3. Looking Northwest from the Intersection at Oakville Cross Road and SR 29

EXISTING CONDITIONS

The roadway corridor shown in KVP#1 stretches through regionally acclaimed vineyards and local wineries. The lack of condensed urbanization and multi-storied buildings surrounding the corridor provides an unfiltered horizon line with additional views of mountain ridgelines, green hillsides, and valleys in the distance. Late-nineteenth and early-twentieth-century architectural resources, including a rural mercantile and a historic rail line, may also be considered distinct visual features along the roadway. On either side of the corridor, mature trees, ornamental landscaping, and agricultural vineyards obscure direct views of adjacent commercial land use and provide continuity and intactness between the roadway and the vast agricultural landscape.

Figure 4 depicts all surveyed architectural resources found within the Oakville Project Area of Potential Effect (APE). Table 1 provides a summary of all potential historic resources found near KVP#1. Of those listed in the table, one is listed in the National Register of Historic Places (NRHP), and one is eligible for listing in the NRHP (*Historic Resources Evaluation Report, 2023*).

The Oakville Grocery was originally built in 1921 and is the only surviving example of an early twentieth century 1920s mercantile in the area. The structure's period of significance is circa (ca.) 1921-1940 for its association and historical contribution to local commerce. The structure retains its integrity and historical significance of feeling, time, and place, and is therefore a historical resource for the purposes of CEQA and is listed in the NRHP at the local level of significance under Criterion A.

The Durant House (located behind the Oakville Grocery on the north side) was built in 1885 and is a local example of an Italianate-style dwelling. Contributing elements include its L-shaped plan with single-story corner porch, square single-story bay window, low-pitched hipped roof, cornice bracketing, one-over-one wood-sash windows, chamfered porch supports, and concrete-capped stone gate posts. The dwelling retains its historical 1885 significance in its exterior integrity that preserves the original rural interpretation of the Italianate-style of architecture. The Durant House is therefore a historical resource for purposes of CEQA and is eligible for NRHP listing under Criterion C.

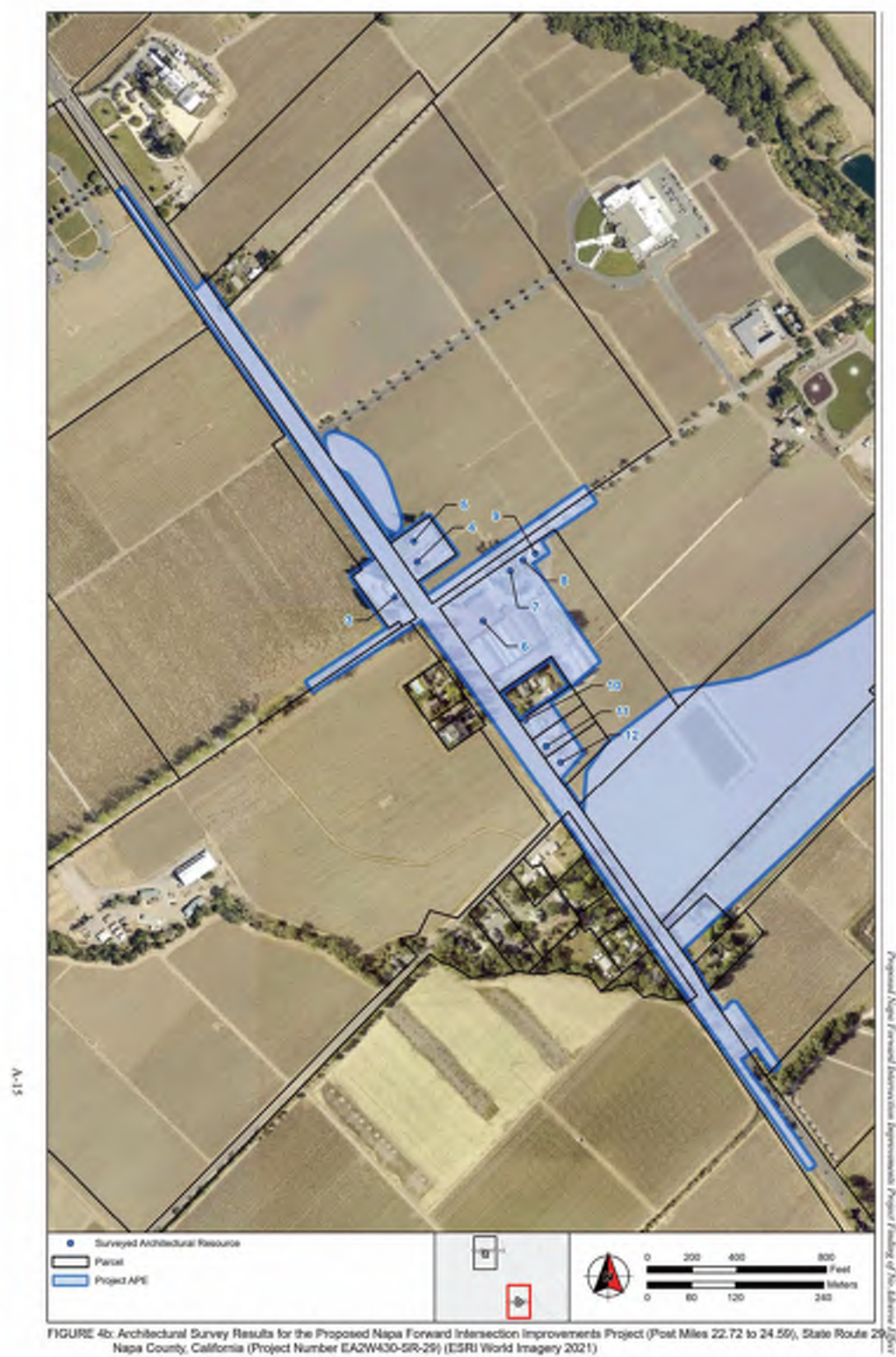


Figure 4. Oakville APE and Surveyed Resources

Table 1. Identified Potential Historic Properties Near KVP#1

Map #	Name	Date Built	Eligibility	Significance Criteria	Retains Integrity	Historical Importance	Visible from Roadway	Visible from Neighbor View	Approx. Distance from Intersection (ft)
3	7855 State Highway, 29	1964	NE	N/A	N	Commercial building	YES	YES	40
4	Oakville Grocery	1921-1940	L	A	Y	The only surviving example of a 1920s mercantile	YES	YES	203
5	Durant House	1885	E	C	Y	Rural interpretation of the Italianate style of architecture	YES	YES	295
6	Napa Wine Company	1877, 1892, 1980, 1998, 2000	NE	A, C	N	Viticulture	YES	YES	168
7	1187 Oakville Cross Road	1890	NE	N/A	N	Late-Nineteenth Century Development	NO	NO	387
8	1185 Oakville Cross Road)	1950	NE	N/A	N	Mid-Twentieth Century Development	NO	NO	462
9	1181 Oakville Cross Road	1951	NE	N/A	N	Mid-Twentieth Century Development	NO	NO	542
10	7814 State Highway 29	1927	NE	N/A	N	Early-Twentieth Century Development	NO	NO	666
11	7798 State Highway 29	1928	NE	N/A	N	Early-Twentieth Century Development	NO	NO	821
12	7800 State Highway 29	1952	NE	N/A	N	Mid-Twentieth Century Development	NO	NO	917

*Defined Abbreviations: L= Listed, NE= Not Eligible, E= Eligible, N/A= Not Applicable

KEY VIEWPOINT (KVP) #2



Figure 5. Looking Northwest from the Intersection at Rutherford Road and SR 29

Existing Conditions: The visual character and quality of the existing corridor shown in KVP#2 is characterized by street signs, lighting, ornamental landscaping, as well as the adjacent train tracks and fire station (See Figure 5). The 1902 Rutherford Depot and the Napa Valley Wine Train tracks are present on the western side of the intersection. Roadside vegetation, foliage, as well as ornamental landscaping, provide a focused view of the roadway and blocks the vast agricultural landscape that surrounds the corridor. This dominated view of the roadway provides a strong corridor-focused view with the skyline, surrounding vegetation, and roadway creating a cohesive image. However, from this KVP, roadway signage slightly reduces intactness.

Figure 6 represents the surveyed architectural resources found within the Rutherford Project APE. **Table 2** provides details of all potential historic resources found near KVP#2. The Rutherford Railroad Depot (green building located on the left-hand side in Figure 5), constructed in ca. 1902, is located west of the Napa Valley Wine Train. It served as an international gateway for travelers and stimulated the local economy by encouraging settlement within Napa Valley. Located just southeast of the intersection of SR 29 and Rutherford Road, the Elizabeth Spencer Winery represents the early development of Rutherford at the turn of the twentieth century and the social history of Rutherford from 1946 to 1971 (not visible from KVP #2 as it is located to the right and outside of the view frame in Figure 5). Constructed ca. 1910 with additions in the 1940s and 1967, the Elizabeth Spencer Winery building has insufficient integrity, and therefore, is not eligible under NRHP Criterion A and CRHR Criterion 1.



Figure 6. Rutherford APE and Surveyed Resources

Table 2. Identified Potential Historic Properties Near KVP#2

Map #	Name	Date Built	Eligibility	Significance Criteria	Retains Integrity	Historical Importance	Visible from Roadway	Visible from Neighbor View	Approx. Distance from Intersection (ft)
1	Napa Valley Wine Train/former Napa Valley Railroad Line (including Rutherford Railroad Depot)	1869; 1902	NE	N/A	N	Local agricultural history and pioneer Samuel Brannan	YES	YES	40
2	Elizabeth Spencer Winery	1940	NE	N/A	N	Commercial Development	YES	YES	166

*Defined Abbreviations: NE= Not Eligible, E= Eligible, N/A= Not Applicable

RESOURCE CHANGE

The Project proposes to improve traffic operations by constructing a single lane roundabout at the intersection of SR 29/Oakville Cross Road (Figure 8) and installing a traffic signal at the intersection of SR 29/Rutherford Road (Figure 9). The proposed improvements would add new visual elements to both intersections. Development of the roundabout at the Oakville intersection would require the acquisition of additional ROW that would affect the driveway area on the west side of the intersection, the parking and landscaped area in front of the Napa Wine Co. and Opus Winery in the southeast corner of the intersection, and a portion of a vineyard in the northeast corner of the intersection. The additional ROW required for the proposed improvements at the Oakville Cross Road would result in removal of the ornamental landscaping in front of Napa Wine Co. and Opus Winery and a portion of the vineyard south of the Oakville Grocery (Figure 7). Likewise, the addition of sidewalks at the northeast corner of the intersection is expected to impact a large, mature pine tree located in close proximity to the proposed improvements. Figure 8, a simulation showing the proposed improvements, is provided as a visual resource to aid in understanding the visual effects of the proposed improvements. Actual improvements may look slightly different after final design. However, as shown in Figure 8, the large pine tree to the left of the image has been removed and to the right of the image the vineyard has been cut back to accommodate the new roundabout. Impacts to trees and ornamental plants in front of Napa Wine Co. and Opus Winery are to the right and outside the viewpoint shown in the simulation. The simulation is a conservative representation of project changes. During final design, impacts to adjacent properties will be further determined and ultimate configuration of the impacted properties will be refined in coordination with affected property owners.

The installation of new traffic signals at the Rutherford Road intersection would require acquisition of new ROW from Houston Restaurants to accommodate shifting the northside driveway, adjusting utility boxes, and providing new pavement and striping (Figure 9). It may additionally entail the construction of additional sidewalks, curbs, and crosswalks. These improvements are not expected to result in the removal of existing plants or trees.

The NVWT tracks run along the western side of SR 29 at both intersections. Proposed improvements east and west of the tracks (curb and gutters, sidewalks, pavement reconstruction) would not impact the rails, railroad ties, or rail elevation.

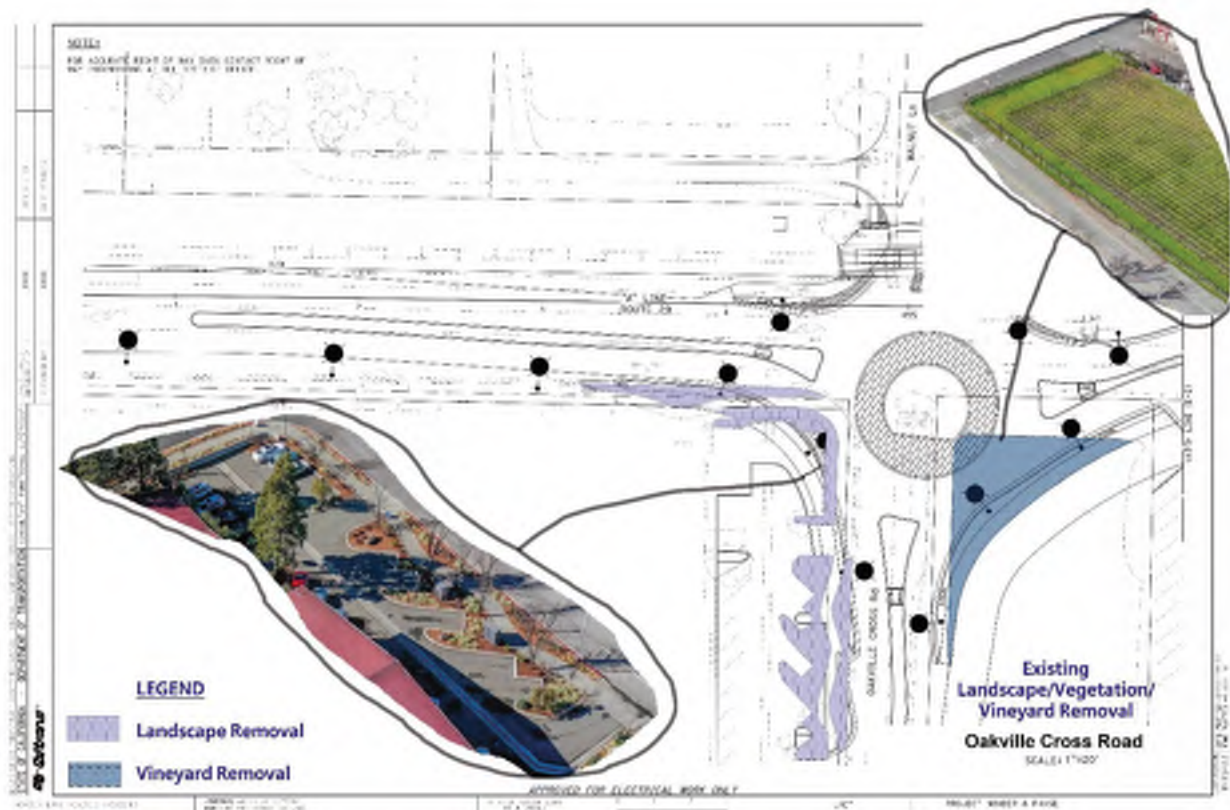


Figure 7. Vegetation and Vineyard Removal at Oakville Cross Road, 2023



Figure 8. Before (Left) and After (Right) Comparison of Simulated Roundabout at Oakville Cross Road, 2023



Figure 9. Before (left) and After (Right) Comparison of Simulated Traffic Signal Rutherford Road, 2023

Vegetation and mature tree removal at the Oakville intersection would increase the horizontal scale and visual dominance of the roadway. However, aesthetic treatments, including the retention of existing vegetation that blocks or obscures views of the Project and the replacement of affected landscaping, would help neutralize these adverse impacts for most roadway neighbors. The City of Napa has several tree programs that protect native trees or trees of historic significance. For this Project, it is expected that the only trees that would require removal are the small ornamental trees in front of Napa Wine Co. and Opus Winery and the large, mature pine tree in the northwest corner of the intersection. None of these tree species are protected under the City of Napa's tree protection policies. Replacement landscaping will be addressed with property owners during the ROW acquisition process.

Resource change at Rutherford Cross Road would involve adding signage and lighting to the roadway environment. The proposed traffic signal at Rutherford Road would add a new light source; however, these light sources would be of low intensity and hooded to direct light toward vehicles within the corridor. The proposed improvements would be compatible with the existing roadway and are anticipated to impact a small number of affected viewers.

The overall Resource Change, as measured by changes in visual character and visual quality, would be low for both intersections. Pavement and roadside elements (crosswalks, street signs, additional medians, etc.), would be compatible with the form, line, color, texture, and continuity of the existing visual environment. Lane restriping, curb and gutter improvements, and paving would also be included for both intersections; however, improvements would be made at, or close to ground level. Additional signage would likely cause noticeable changes to the AVE, particularly to adjacent neighbors with direct views of the existing roadway. However, the proposed improvements would be compatible with the existing visual quality of the corridor and would retain the integrity and character of the adjacent architectural resources (such as vineyards, the NVWT, and bike/ped facilities,). Vegetation removal will be limited and where possible, landscaped areas will be restored in a manner that is compatible and consistent with existing landscaping. Therefore, it is anticipated that the overall resource change at both intersections would be consistent with the existing roadside aesthetic and would have a low impact on roadway users and neighbors.

VIEWERS AND VIEWER RESPONSE

The population that would be affected by the Project is composed of viewers whose perception of the landscape may be altered by the Project—because either the landscape itself has changed or their perception of the landscape has changed. Viewer response to changes in the visual environment can increase the perceived change in visual resources beyond the physical change caused by the construction and operation of a proposed Project. Viewers have distinct and predictable visual concerns based on exposure and sensitivity that help predict response to visual change. Viewer exposure has three attributes: viewer position (location) in relation to an object with proximity (closer) equating to more exposure, number of people seeing an object (quantity), and frequency (duration) with which an object is seen, with greater duration being more exposure. Viewer sensitivity has three attributes: activity (are viewers preoccupied or engaged in observing their surroundings?); awareness (is viewer focus wide and general or narrow and specific?); and local values (what value do viewers place on a particular object?).

There are two major types of viewer groups for roadway projects: roadway neighbors and roadway users. Roadway neighbors are people with views of the road, while roadway users are defined as people with views from the road. Roadway neighbors are identified as potential business owners, retail viewers (Oakville Store, etc.) recreationists, viticulturists, and first responders. These viewers reside and may work within the Project area increasing their duration of exposure to proposed Project changes. Extended view

duration and familiarity with the existing environment would increase this viewer group's sensitivity and perception of changes in existing conditions.

Roadway users consist of travelers on the roadway. These users may include pedestrians, bicyclists, drivers, and passengers traveling in vehicles. These viewers are anticipated to experience a shorter duration within the Project's boundaries; thus, limiting their exposure to changes in existing conditions. The viewer's perception for roadway users is concentrated on abiding traffic laws and interacting with other roadway users. Since the proposed changes are likely to improve traffic flow, roadway users are expected to have a limited duration of exposure to the proposed changes. As a result of limited exposure, their sensitivity to visual changes is expected to be low for this viewer group. Overall, because the Project is restricted to a small-scale segment of the existing corridor that does not go much beyond the existing ROW, viewer response for both groups is anticipated to be low.

VISUAL IMPACT

Visual impacts are determined by assessing changes to visual resources and predicting viewer response to those changes. Visual impact considerations include whether the Project would:

- (1) introduce elements that would conflict with the visual character of a federal- or state-listed or eligible historic property, or
- (2) substantially affect the scenic value of a park, recreational destination, or other features or areas that have been identified as an important visual resource.

Additionally, the following CEQA thresholds were also used to determine if a significant impact on aesthetics and visual quality would occur as a result of the proposed Project. A significant impact is one that would:

- (1) Have a substantial adverse effect on a scenic vista.
- (2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a designated State Scenic Highway corridor;
- (3) 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, a significant impact is one that would conflict with applicable zoning and other regulations governing scenic quality; and
- (4) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Visual impacts for the No Build and Build Alternative are discussed below.

ALTERNATIVE 1 – NO BUILD

The current roadway is prone to congestion and traffic collisions. This is due to the lack of traffic calming measures including traffic lights, medians, turn lanes, speedbumps, roundabouts, etc. The absence of regulatory traffic measures threatens the visual quality of the corridor because more vehicles remain on the roadway for longer periods of time. Longer vehicle duration on the roadway also increases air pollutants. Air pollutants degrade the visual quality of the vineyards and the rural roadside character.

The No Build Alternative would not propose a change to the existing visual environment; however, operational efficiency and safety are projected to decline and increasing levels of traffic and congestion would likely result in progressively negative visual impacts.

ALTERNATIVE 2 – BUILD ALTERNATIVE

The Build Alternative would add visual elements to the existing corridor, including a roundabout, additional medians, and traffic signals, to ease congestion along the corridor and increase safety for roadway travelers benefiting first responders as well. These improvements would occur within the existing roadway and therefore not infringe on the current visual resources. These elements are anticipated to remain compatible and unified with the existing visual environment. Existing vegetation, land cover, and topography would not change substantially and continue to block or obscure views of the roadway and proposed project changes for most roadway neighbors. Viewer responses to these changes, therefore, are anticipated to be low and the overall proposed improvements are expected to have low to moderately-low visual impacts.

Oakville Roundabout

The proposed roundabout at Oakville Road would add visual elements to present roadway conditions. It is anticipated that roadway users would have direct views to proposed elements such as new pavement, medians, lighting, lane striping, and signage. Nevertheless, resource changes are anticipated to remain compatible and unified with the existing visual environment. Existing and new vegetation (trees, foliage, ornamental landscaping) would offer natural visual elements. It would soften views of roadway signage, vehicular traffic, and other roadway elements for roadway neighbors. Although viewers may be subject to views of Project elements, including the installation of new landscaping, intersection lighting, a pedestrian and bicyclist shared-use path with bike ramps, and splitter islands with curb ramps, the new elements would be compatible and coherent with the existing roadway corridor. Therefore, visual impacts in KVP #1 would generally be low or neutral for most roadway neighbors and users. It is also not anticipated for the Project to alter the setting or feeling of historic resources in the vicinity. Thus, allowing historic resources to retain integrity and eligibility for listing in the NRHP.

Rutherford Road Intersection

The proposed traffic signal at the Rutherford Road Intersection is anticipated to remain compatible and unified with the existing visual environment. The proposed Project elements would limit changes to existing vegetation, landscaping, and trees adjacent to the Project area. This vegetation offers natural visual elements and softens or blocks views of the roadway, traffic signal, vehicular traffic, and other roadway elements for roadway neighbors. By limiting changes to existing vegetation, landscaping, and trees adjacent to the Project area, Project elements are anticipated to have a minimal visual impact on existing conditions. The proposed traffic signal is also anticipated to increase roadway user safety by slowing down traffic. Traffic calming measures, such as traffic lights and proposed flashing beacons and traffic signs, slow down vehicular traffic, and increase accessibility from the adjacent streets to the main corridor. Since traffic calming measures will lessen congestion, visual impacts in KVP #2 are anticipated to be generally low or neutral for most roadway neighbors and users. Likewise, it is not anticipated for the Project to alter the setting or feeling for historic resources in the vicinity.

TEMPORARY CONSTRUCTION IMPACTS

Project construction is expected to last about 12 months and would include demolition, site grading, repaving, and installation of street signage and lighting. Heavy-duty construction equipment, such as dump trucks, bulldozers, and graders would be needed to remove existing materials, haul away debris, and lay new materials. Construction activities and equipment can introduce temporary changes that may impact the visual quality and character of the existing environment. Brightly colored construction equipment, construction signage, traffic control devices, flaggers, and other temporary impacts such as dust generation and freshly cleared areas could temporarily reduce visual quality and character. However, these effects would be short-term, limited in scale, and are a relatively common occurrence in urbanized and

semi-urbanized areas. Construction site best management practices, such as limiting vegetation removal, keeping the site clean and orderly, and requiring additional street sweepers and water trucks for construction activities likely to produce dust, could be implemented to reduce the effects of construction activities on visual quality and character.

AVOIDANCE AND MINIMIZATION MEASURES

Avoidance or minimization measures have been identified to lessen visual impacts caused by the Project. The following measures will be designed and implemented with the concurrence of the District Landscape Architect and will be incorporated into the Project:

- VIA-1** Preserve existing trees and vegetation where feasible.
- VIA-2** Use existing roadway ROW for storage and laydown areas. Construction equipment in staging area will be covered or placed in areas with limited visibility to alleviate impacts to aesthetics. Erosion control measures will be applied in all unpaved areas of soil disturbance.
- VIA-3** Limit construction to daylight hours when feasible and minimize the use of lighting to only what is required for directional and safety purposes.
- VIA-4** Coordinate paving design with historic and local architectural resources. Paving design will be reviewed and approved by the District 4 Office of Landscape Architecture.

CONCLUSIONS

As discussed above, the State Route 29 Intersections Improvement Project would implement a single-lane roundabout at the Intersection of SR 29 and Oakville Cross Road and a traffic signal at the intersection of SR 29 and Rutherford Road. These proposed improvements would slightly increase the horizontal scale and visual dominance of the roadway. However, the magnitude of visual change associated with the Project would be low. Minor roadway improvements (new paving, stripping, reconstructed curbs, etc.) will require ROW acquisition. However, the existing vegetation, land cover, and topography are expected to remain compatible and unified with the existing visual environment. Therefore, the Project would not infringe on the current visual resources, nor alter the historic setting. Due to the proposed changes remaining compatible and unified with the existing visual environment, the corridor is anticipated to retain its existing visual quality and roadside aesthetic. As a result of these findings, it is anticipated that the proposed Project would result in neutral visual impacts and a low number of affected viewers.

VIA Minor Level SR-29_TrackChanges_2023-10-11_Final

Final Audit Report

2023-10-11

Created:	2023-10-11
By:	Sallie Holt (s157726@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA6q1pPRHzV0d54BUvbLwf_e9_6zH-thDp

"VIA Minor Level SR-29_TrackChanges_2023-10-11_Final" History

-  Document created by Sallie Holt (s157726@dot.ca.gov)
2023-10-11 - 10:39:49 PM GMT
-  Document emailed to Alex Mcdonald (s130924@dot.ca.gov) for signature
2023-10-11 - 10:42:05 PM GMT
-  Email viewed by Alex Mcdonald (s130924@dot.ca.gov)
2023-10-11 - 10:59:22 PM GMT
-  Document e-signed by Alex Mcdonald (s130924@dot.ca.gov)
Signature Date: 2023-10-11 - 10:59:31 PM GMT - Time Source: server
-  Agreement completed.
2023-10-11 - 10:59:31 PM GMT

