ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
State Route 205 Smart Corridor – Phase 2 (EA 10-1C330)

Resolution SHOPP-P-1819-09B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☐ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☒ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *State Route 205 Smart Corridor – Phase 2 (EA 10-1C330)*, effective on, DECEMBER 6, 2018 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *State Route 205 Smart Corridor – Phase 2 (EA 10-1C330)*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Active Transportation Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☒ Resolution G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number* , "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 Caltrans agrees to secure funds for any additional costs of the project.

4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
State Route 205 Smart Corridor – Phase 2 (EA 10-1C330)

Resolution SHOPP-P-1819-09B

Dennis T. Agar
Dennis T. Agar
District Director
California Department of Transportation

10/30/18
Date

Coro Bustio for
Laurie Berman
Director
California Department of Transportation

11-15-18
Date

Susan Bransen
Susan Bransen
Executive Director
California Transportation Commission

12/13/18
Date

Baseline agreement information was extracted from Caltrans' project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT | **Date:** 11/14/18 02:52:58 PM

District	EA	Project ID	PPNO	Project Manager
10	1C330	1014000146	3146	SEKHON, GURWINDER S

County	Route	Begin Postmile	End Postmile	Implementing Agency	
SJ	205	R 4.5	R 9.0	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

SR205 SMART CORRIDOR - PHASE 2

Location/Description

In Tracy, from Byron Road Undercrossing to Paradise Road Overcrossing. Install ramp meters and other Intelligent Transportation System (ITS) elements.

Legislative Districts

Assembly:	13	Senate:	05	Congressional:	09

PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Transportation Management Systems (Elements)					0	Each
Programmed Condition	Transportation Management Systems (Elements)				14	14	Each

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	09/11/18	
Right of Way Certification Milestone		12/17/20
Ready to List for Advertisement Milestone		01/01/21
Begin Construction Milestone (Approve Contract)		07/23/21

FUNDING (Allocated amounts are shaded)

Component	Fiscal Year	SHOPP					Total
PA&ED	17/18	1,318					1,318
PS&E	18/19	3,500					3,500
RW Support	18/19	979					979
Const Support	20/21	2,831					2,831
RW Capital	20/21	4,830					4,830
Const Capital	20/21	13,257					13,257
Total		26,715					26,715

10 - SJ - 205 – R4.5/R9.0
EA: 10-1C330 – Project ID1014000146, PPNO 3146
Program Code – 20.10.201.315
August 2018

Project Report
To
Provide Project Approval

On Route I-205

Between 1.0 mile east of Eleventh St Overcrossing

And 0.9 mile west of Paradise Road Overcrossing

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:

Jamie Lupo

JAMIE LUPO
Division Chief, Central Region Right of Way

APPROVAL RECOMMENDED:

Gurwinder Sekhon

GURWINDER SEKHON, *Project Manager*

APPROVED:

for A Bajwa

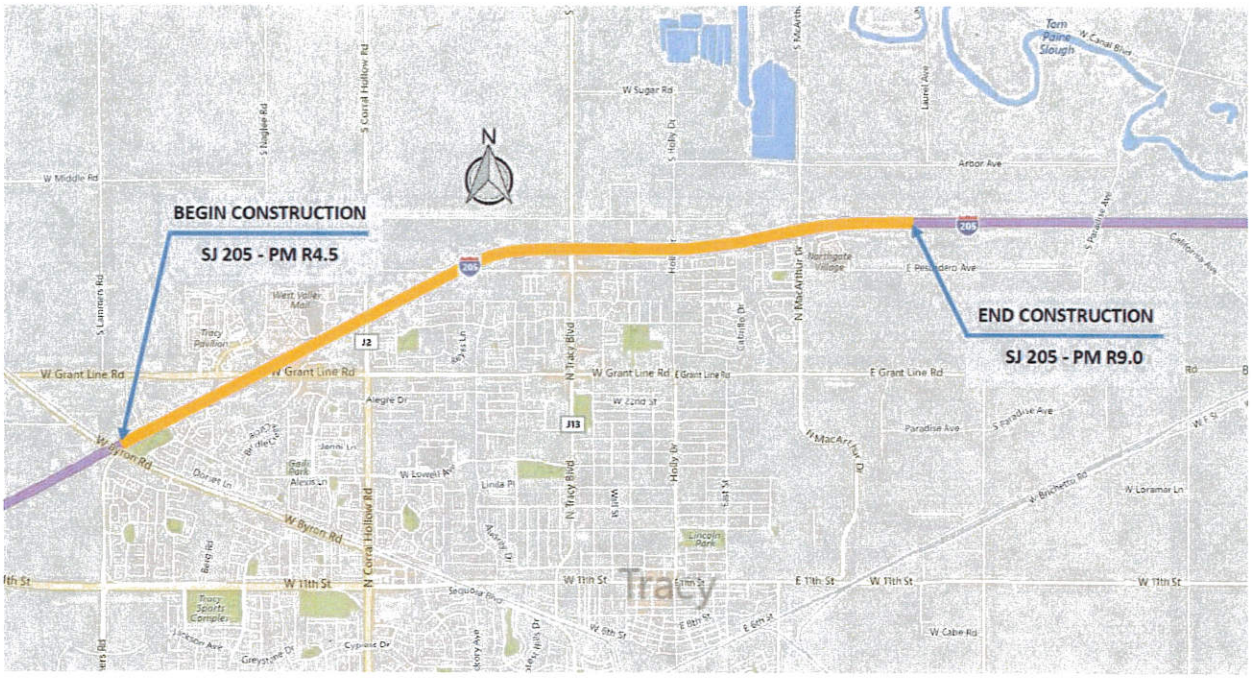
DENNIS T. AGAR
Director, District 10

09/11/18

DATE

10 - SJ - 205 – R4.5/R9.0
EA: 10-1C330 – Project ID1014000146, PPNO 3146
Program Code – 20.10.201.315
August 2018

Vicinity Map



10 - SJ - 205 – R4.5/R9.0
EA: 10-1C330 – Project ID1014000146, PPNO 3146
Program Code – 20.10.201.315
August 2018

This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

REGISTERED CIVIL ENGINEER *DATE* 8/6/18

REGISTERED PROFESSIONAL ENGINEER
D S SANGHA
No. 59652
Exp. 12/31/19
CIVIL
STATE OF CALIFORNIA

Table of Contents

1. INTRODUCTION

Project Description:
This project proposes to manage both recurring peak hour (AM & PM) and non-recurring congestion to improve traffic operation on Interstate 205 (I-205) and ramps through deployment of Intelligent Transportation System (ITS) elements and strategic ramp metering. The project scope will consist of the following improvements:

Install Ramp Metering Systems (RMS), Closed Circuit Television (CCTV) cameras, and Signal Cameras on the following ramps: EB/WB Grant Line Road on ramps, the WB Naglee Road on ramp, the WB/EB Tracy Blvd on ramps, and WB/EB MacArthur Drive on ramp. In addition, High Occupancy Vehicle (HOV) preferential lanes will be constructed at all seven ramp locations along with Maintenance Vehicle Pullouts (MVP) and California Highway Patrol (CHP) pullouts. Scope of work will include roadway widening, excavation, drainage work (retention basins, side ditches, and culverts), structure work (bridge widening, retaining walls), sound walls, erosion control, and possible utility relocation. Additional Right of Way (R/W) will be acquired to accommodate drainage, ramp widening and mainline merging.

Project Limits	10 - SJ - 205 – R4.5/R9.0	
Number of Alternatives	1	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	$11,697,000	
Capital Outlay Construction	$25,735,000	$29,115,000
Capital Outlay Right-of-Way	$4,064,000	$4,765,000
Funding Source	20.10.201.315	
Funding Year	2020/2021	
Type of Facility	6-Lane Freeway	
Number of Structures	2	
SHOPP Project Output	14 Field Elements	
Environmental Determination or Document	MND/CE	
Legal Description	I-205 Corridor in the City of Tracy in San Joaquin County.	

2. RECOMMENDATION

It is recommended that this Project Report (PR) be approved for the preferred alternative and authorization be granted to proceed to the design phase.

3. BACKGROUND

A. Project History

Small Capital Value Project Initiation Document was prepared by District 10 Program Manager and approved on June 9th, 2014. It was programmed into the 2016 State Highway Operation and Protection Program (SHOPP) under Transportation Management System program (20.315).

Existing Facility

I-205 is a six-lane facility with 12-foot lanes and 10-foot inside and outside shoulders. The roadway is separated with a concrete barrier and double thrie beam barrier with median width varying from 22 feet to 40 feet, respectively. The median is dirt with double thrie beam barrier from I-205-PM 3.03 to I-205-PM R12.72. There are three local interchanges named Grant Line Rd (PM R5.35), Tracy Boulevard (PM R7.03) and MacArthur Road (PM R8.15). The design speed of the existing facility is 80 MPH with posted speed of 70 MPH.

4. PURPOSE and NEED

Purpose:

The purpose of this project to install ramp metering system with or High Occupancy Vehicle (HOV) Preferential Lane, ITS elements, CCTV cameras, CHP and MVP pads at seven on-ramps.

Need:

The need of this project is to alleviate both recurring (AM and PM peak hour) and non-recurring congestion along I-205 in San Joaquin (SJ) County through the city of Tracy.

B. Problem, Deficiencies, Justification

I-205 in SJ County is the most congested route in D10. It serves as an extension of I-580 Alameda County which, according to the first Caltrans's "Mile Marker Performance Report", is the ninth most congested freeway in California. Traffic volumes have increased 102% over the last two decades on I-205 in SJ County. This route is not instrumented sufficiently with critical ITS elements to monitor and manage congestion. This growth has resulted in a demand for improved traffic management that directly corresponds to the robust deployment of ITS elements and strategic ramp metering.

C. Regional and System Planning

Identify System

The I-205 upgrade to a smart corridor with ramp metering complements the development of lane widening in the corridor to include High Occupancy Vehicle (HOV) lanes. The project proposes to upgrade the ITS facility with installation of ramp meters and closed-circuit televisions at several on ramps and off ramps, the construction of HOV preferential lanes, auxiliary lanes between ramps, and several MVPs, and CHP pull-outs.

The proposed project is located on I-205, a freeway in the California Freeway and Expressway System and the National Highway System. The route, serves as a major interregional work commuter route, and goods movement route. It is included in the Interregional Road System as a High Emphasis Route. It is part of the Strategic Highway Network and the National Network for Surface Transportation Assistance Act trucks. For its full extent, I-205 is not included or proposed for any scenic highway designation. Bicycle and pedestrian access are restricted from travel on the facility. On its eastern end, it connects to I-5 then becomes SR 120, a freeway that passes through Manteca between I-5 and SR 99. On its western end, I-205 connects to I-580, which is the main route from heart of the Central Valley into San Francisco Bay Area.

System Designation
I-205 is functionally classified as an Interstate.

Planning Horizon
The I-205 Transportation Concept Report (TCR), 2014 identifies the following concept Level of Service (LOS), the concept facility for the 20-year planning horizon, and the Post 2035 Transportation Facility which determines the facility needed beyond the 20-year planning horizon to assist in preservation of adequate right of way to accommodate future widening:

- Concept LOS "C" in rural areas, "D" within the City of Tracy
- Concept facility, 8-lane freeway with HOV
- Post Twenty Year Horizon Facility, 8-lane freeway with HOV

State Planning
I-205 is a segment of one of high-priority interregional goods movement corridors serving the Bay Area and SJ Valley. Investment in these corridors ensures the future viability and growth of the Port of Oakland as a trade gateway for both imports and exports, and strengthens the economical interconnections of the Sacramento and SJ Valley regions with Bay Area.

Regional Planning
I-205 is a short, well-traveled freeway connecting the Central Valley of California with the San Francisco Bay Area. It generally runs along the northern edge of the City of Tracy. The original version of I-205, which was constructed in the early 1950s, was signed as U.S. 50 and predates the Interstate Highway System. The draft TCR for I-205 identifies the concept LOS for the 20-year planning horizon to be "D". The concept facility needed to meet the 2020 Concept LOS in SJ County from Alameda County Line to MacArthur Drive is an 8-lane freeway, and a 10-lane freeway to I-205/I-5. HOV lanes would be considered at final stage of build-out. The Ultimate Transportation Corridor (UTC), beyond the 20-year planning horizon, is a 10-lane freeway facility for the entire route within SJ County.

Planned and Programmed Projects

EA	Name	Planned or Programmed	Location	Source
10-0H880	Chrisman Road I/C	Programmed	SJ-205- R9.0/R9.6	Local
10-0H910	Lammers Road/11th Street I/C	Programmed	SJ-205- 2.6/R5.1	Local
10-0X700	Roadside Safety Improvement	Programmed	SJ-205- 2.63/R9.7	SHOPP
10-1H170	I-205 Tracy HOV 8 Lane Widening	Planned	SJ-205- 0.0/13.4	Local

D. Traffic

The current and forecasted traffic data for I-205 In SJ County are shown below:

ADT (2017) Current = 108,600	D = 70%
ADT (2021) Construction = 118,000	T = 9.0%
ADT (2041) = 179,000	DHV = 18,000
V=70 mph	

The Traffic Index (TI) for the facility is as follows:

Design Period	Mainline Traveled Way	Shoulder	Ramps
20-year T.I. (TI_{20}):	15.0	9.5	10.0
40-year T.I. (TI_{40}):	16.5	10.5	11.0

Collision Analysis

The most recent three-year (01/01/2013 to 12/31/2015) traffic accident data for I-205 obtained from TASAS Table B indicates that total of actual fatal and fatal plus injury are less than the state average. The accident rates in accidents per million-vehicle miles are:

Location	Actual			Statewide Average		
I-205 (PM R4.5/R9.0)	Fatal	F+I	Total	Fatal	F+I	Total
	0.002	0.22	0.66	0.006	0.26	0.78

There were a total of 327 accidents (1-Fatal, 107-Injury, 402-Property Damage Only) reported within the three-year period. The type of collisions and primary collision factors are as follow:

Type of Collision						
Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
3	70	175	5	60	9	5

Primary Collision Factor						
Influence of Alcohol	Follow to Close	Improper Turn	Speeding	Other Violation	Other than Driver	Unknown
25	12	59	141	71	16	2

5. ALTERNATIVES

A. Viable Alternatives

The **Preferred Alternative** is the only viable alternative as determined by the Project Development Team (PDT). This alternative proposes the following improvements.

WB On-Ramp Grant Line Rd - PM R5.01:

- Install a RMS.
- Construct merging lanes to comply with ramp metering standards.
- Install a CCTV camera.
- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards.
- Construct MVP and CHP pull-out pads.
- Construct retaining wall at MVP.

WB On-Ramp Naglee Rd - PM R5.21:

- Install RMS.
- Construct merging lanes to comply with ramp metering standards.
- Install a CCTV camera.

- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards.
- Construct MVP and CHP pull-out pads.

EB On-Ramp Grant Line Rd - PM R5.57:

- Install a RMS.
- Construct merging lanes to comply with ramp metering standards.
- Install a CCTV camera.
- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards.
- Construct MVP and CHP pull-out pads.
- Construct retaining wall along merging lane about 1200' includes area at east-bound Corral Hollow Under Crossing (UC).
- Construct retention basin #1.
- Construct retention basin #2.
- Construct retention basin #3
- Structure widening of Corral Hollow Road UC, widen 15' on EB Route 205.
- reduce (steepen) abutment slope at east-bound Corral Hollow Road UC at new retaining wall, toe of retaining wall will be about 15' from existing edge of pavement.

WB On-Ramp Tracy Rd - PM R6.84:

- Install a RMS.
- Construct merging lanes to comply with ramp metering standards.
- Install a CCTV camera.
- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards
- Construct MVP and CHP pull-out pads.
- Construct Retaining wall around MVP and along merging lane about 1000'.
- Construct retention basin #4.

EB On-Ramp Tracy Rd – PM R7.21

- Install a RMS.
- Construct merging lanes to comply with ramp metering standards.
- Install a CCTV camera.
- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards.
- Construct MVP and CHP pull-out pads.
- Remove and construct a retaining wall along merging lane about 2000' includes area at Holly Drive Over Crossing (OC).
- Remove and replace existing sound wall at East of Holly Dr. OC along merging lane about 300'.
- Construct Retention basin #5.
- Reduce (steepen) abutment slope at Holly Dr. OC at new retaining wall, toe of retaining wall will be about 15' from edge of pavement.

WB On-Ramp MacArthur Dr. PM R7.97

- Install a RMS.
- Construct merging lanes to comply with ramp metering standards
- Install a CCTV camera.

- Install a CCTV camera.
- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards.
- Construct MVP and CHP pull-out pads.
- Structure widening of Sugar Spur Overhead bridge, widen structure about 10' of bridge deck, columns and abutment.
- Construct side ditch.

EB On-Ramp MacArthur Dr. PM R8.28

- Install a RMS.
- Construct merging lanes to comply with ramp metering standards.
- Install a CCTV camera
- Signal Cameras (Dome)
- Construct a HOV preferential lanes to comply with ramp metering standards.
- Construct MVP and CHP pull-out pads.
- Construct retaining wall at MVP and CHP about 400'.
- Construct retention basin #6.

The RMS and CCTV cameras will tie-in to the existing fiber optic system on mainline Interstate or I-205; not State Route.
The preferred alternative will require additional right-of-way.

Nonstandard Mandatory and Advisory Design Features
Nonstandard features related to Superelevation Topic-202 HDM, Side Slopes Topic-304 HDM and Interchange Design Standards Topic-504 Section 504.3 Ramps HDM may be encountered. At this stage of the project, these nonstandard features cannot be determined due to survey data not being available.

B. Rejected Alternatives

The **No-Build Alternative** was rejected since it does not meet the Purpose and Need of the Project.

6. CONSIDERATIONS REQUIRING DISCUSSION

A. Hazardous Waste

The soils in the unpaved areas next to the freeway and the parcel next to the Sugar Spur Overhead Bridge (APN: 212-240-08) may contain heavy levels of aerially deposited lead, pesticides, or petroleum hydrocarbons at level above regulatory limits. Therefore; they will need to be sampled during the PS&E phase of this project. Based on the results from the soil testing, the appropriate specification or special provisions will be included in the construction contract to ensure proper soil handing, transport, and disposal

The project may require removal of yellow thermoplastic striping or yellow paint striping, both of which are known to contain high concentrations of lead and chromium. If either of these materials is ground out separately, then the grindings will be tested and properly disposed of. Caltrans Standard Special Provision 14-11.12 (Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue) will be added to the construction contract. A Lead Compliance Plan will be prepared to ensure workers in the area are aware of the potential for lead exposure and proper protective equipment is implemented

B. Value Analysis

This project does not meet the threshold for a Value Analysis.

C. Resource Conservation

There are no major facilities that can be salvaged and relocated from the project. However, wherever possible, existing roadway features such as signs, light standards, guardrails, associated hardware and roadway materials will be relocated or stockpiles to be used later.

D. Right-of-Way Issues

This project requires the purchase of 18 parcels. Permit to enter at parcel APN: 212-240-08 to perform environmental studies was denied by the property owner. The PDT therefore evaluated different strategies, and it was agreed to perform testing at adjacent parcels and extrapolate data. There is a risk that testing the adjacent parcels may not be an accurate representation of the parcel contamination.

Any Utilities conflicts will be identified during PS&E and any necessary utility relocation will be completed prior to Construction.

E. Environmental Compliance

The Initial Study with proposed Mitigated Negative Declaration (IS/MND) under California Environmental Quality Act (CEQA) and Categorical Exclusion (CE) under National Environmental Policy Act (NEPA) (see Attachment I) has been prepared in accordance with Caltrans environmental procedures and State and Federal environmental regulations.

F. Air Quality Conformity

SJ County is non-attainment for the Federal 8-hour Ozone and Particulate Matter (PM) 2.5 standards and attainment-maintenance for the federal PM 10 standard. The Interagency Consultation Partners concurred on May 8, 2017, that this project is not a Project of Air Quality Concern and that it would not create a new, or worse exceedance of the pollutant standards. Caltrans Standard Specification Section 14-9.05 Dust Control Plan pertaining to dust control and dust palliative requirement is a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The contractor is required to comply with the SJ Valley Unified Air Pollution Control District dust control measures, and District Rule 9510, if applicable, ordinances and regulation undersection 14-9.02 "Air Pollution" and Section 10 "Dust Control."

G. Title VI Considerations

The proposed project would not disrupt the community character or cohesion or result in any relocation of businesses or residences of minority or low-income populations within the project area. Therefore, this project is not subject to the provisions to Executive Order 12898.

H. Noise Abatement Decision Report

This project is not considered a Type 1 project under the NEPA according to the Noise Memorandum dated June 2016. This project would construct ramp-metering system and ITS elements on interstate 205. Noise from construction activities would be temporary. Caltrans Standard Specification Section 14-8.02 "Noise Control" regulates construction noise.

I. Paleontological Evaluation Report/Preliminary Paleontological Mitigation Plan

The proposed project basins and retaining walls are maximum depth of 10 feet; therefore, further evaluation was required. The combined Paleontological Evaluation Report (PER)/preliminary Paleontological Mitigation Plan (PMP) identified potential impacts to paleontological resources resulting from the project. Based on the findings in the PER/PMP, project-related construction activities will impact high sensitivity soils for paleontological resources, especially from the excavation of six retention basins and five retaining walls located within the project limits. Project excavation may potentially result in impacts to paleontological resources.

It is recommended that initial spot-checking will be done during excavation deeper than 5 feet into native sediments for retention basins and retaining walls to check for presence of paleontologically sensitive Pleistocene resources. It is required that full-time monitoring will be conducted during excavation into native undisturbed soils.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process
Draft project report (DPR) and draft environmental document (DED) were circulated externally for public review and comments. DPR & DED were updated to incorporate received comments. A public hearing was not required for this project, but was available as public request. Department did not receive any requests for public hearing.

Sound wall
Due to the Ramp Metering Guidelines requirements of widening for a High Occupancy Vehicle Preferential Lane (HOVPL) and the high truck traffic volume EB On-Ramp Tracy Rd., removal and reconstruction of existing sound wall is anticipated to accommodate widening.

Transportation Management Plan for Use during Construction
A transportation management plan (TMP) has been developed for this project. Ramp closures will be required and restricted to low volume periods. Lane and shoulder closures will be required on I-205 and restricted to low volume periods.

Railroads
The proposed project will have railroad involvement.

Complete Streets
This project location on I-205, a freeway, which means pedestrians and bicyclist are prohibited. There is no component of Compete Street that can be implemented in this project.

Climate Change/Green House Gas
While the project will result in a slight increase in greenhouse gas emissions during construction, it is anticipated that the project will not result in any increase in operational greenhouse gas emissions. The project will result in better traffic flow using Intelligent Transportation System elements such as the ramp-metering systems to control vehicle access onto the freeway system during peak times, and closed-circuit TV cameras to monitor mainline condition and congestion. Overall benefits will be a more reliable travel time, increased speed, safety and improved corridor productivity as well as air quality. Additional sea level rise adaptation measures are not needed for the project since the project is not located in the coastal zone in an area vulnerable to sea level rise.

8. FUNDING, PROGRAMMING AND ESTIMATE

Estimate: The current construction capital cost estimate is $25,734,000 (see attachment D).

Funding: This project is programmed into the 2016 SHOPP with funding from the 20.XX.201.315 Traffic Operations Improvement Program in the 2020/2021 fiscal year.

Programming: The project is programmed into the 2016 SHOPP with funding from the 20.XX.201.315 program in the 2020/2021 fiscal year. The current programmed amount for construction capital is $13,257,000 and $4,830,000 for R/W capital. The current estimate for construction capital and construction support costs is higher than the programmed amounts. A future PCR will be submitted to address an increase in construction capital and support costs.

Fund Source	Programmed Amount	Fiscal Year Estimate				
20.xx.201.310		16/17	17/18	18/19	20/21	Total
Component	In thousands of dollars ($1,000)					
PA&ED Support	$1,318	$1,318				$1,318
PS&E Support	$3,500			$3,500		$3,500
R/W Support	$979			$979		$979
Construction Support	$2,831				$5,400	$5,400
Total Support	*$7,640*	*$1,318*	*$0*	*$4,979*	*$5,400*	*$11,197*
R/W Capital	$4,830				$4,765	$4,765
Construction Capital	$13,257				$29,115	$29,115
Total Capital	$18,087				$33,880	$33,880
Project Total	**$25,727**	**$1,318**	**$0**	**$4,979**	**$39,280**	**$45,077**

The support cost ratio is 33.0%. Support costs and construction capital costs were escalated by 4.2% and right of way capital cost was escalated by 5.0 % per year.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Actual/Target
BEGIN ENVIRONMENTAL	M020	11/22/2016	Actual
FED	M160	08/13/2018	Actual
PA & ED	M200	09/07/2018	Target
BRIDGE SITE DATA	M221	01/29/2019	Target
RIGHT OF WAY MAPS	M224	10/15/2018	Target
REGULAR RIGHT OF WAY	M225	12/27/2018	Target
PS&E TO DOE	M377	06/18/2020	Target
DRAFT STRUCTURE PS&E	M378	05/18/2020	Target
RIGHT OF WAY CERTIFICATION	M410	12/17/2020	Target
READY TO LIST	M460	01/18/2021	Target
FUND ALLOCATION	M470	04/01/2021	Target
HEADQUARTERS ADVERTISE	M480	05/03/2021	Target
AWARD	M495	07/08/2021	Target
APPROVE CONTRACT	M500	07/23/2021	Target
CONTRACT ACCEPTANCE	M600	12/20/2023	Target
END PROJECT	M800	02/01/2024	Target
FINAL PROJECT CLOSEOUT	M900	10/23/2025	Target

10. RISKS

A Risk Management Plan (RMP) was prepared with inputs from the Project Development Team. The purpose of the plan is to minimize the probability and consequences of changes to the project. The most significant risk is delayed right of way acquisition & an increased mitigation costs if soil contamination found at high level as hazardous waste testing at parcel APN-212-240-08 as testing was not performed during PA&ED phase due denied permit to enter. Identified risks are shown in attachment G.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

This project is an Assigned Project in accordance with the current Federal Highway Administration (FHWA) and Caltrans Joint Stewardship and Oversight Agreement.

Coordination with U.S. Fish and Wildlife Service

On October 5, 2017, the Caltrans biologist obtained a species list from the U.S. Fish and Wildlife Service database for federally threatened or endangered species that could occur in the project area or may be affected by the project.

Coordination with National Oceanic and Atmospheric Administration

On December 19, 2017, a Fisheries List for the project action area was downloaded by the Caltrans biologist. The project would have no effect on any NOAA Fisheries list species due to lack of habitat within the project limits.

Coordination with Native American Groups

Caltrans policy and procedures ensure that Native American groups are involved in all aspects of identifying, evaluating and treating Native American historic properties or historical resources. Caltrans consults with Native American Tribes early on and continues throughout the life of the project. Native Americans groups' recommendations on the treatment of Native American human remains, associated grave pieces and ritual objects that may be unearthed by Caltrans activities are given maximum consideration.

Coordination with Interagency Consultation and Environmental Protection Agency

As part of the environmental review process, the Caltrans air quality specialist sent a request to Interagency Consultation Partners on May 4, 2017 to concur that the project is not a "Project of Air Quality Concert" and will not result in new violations of federal PM-2.5 and PM-10 air quality standards. On May 8, 2017, the Environmental Protection Agency concurred that the project is not a project of air quality concern.

Local Agency

In May 2018, DPR and DED were sent to City of Tracy and San Joaquin County for their review.

12. PROJECT REVIEWS

Project Manager	*Gurwinder Sekhon*	Date	04-16-2018
District Program Advisor	*Willie Kuhl*	Date	05-03-2018
District Maintenance	*Ali Juma*	Date	
Central Region Design Liaison	*Patricia Scrivner*	Date	
District Safety Review	*Mark Orr*	Date	04-27-2018
Headquarters Project Delivery Coordinator	*Paul Gennaro*	Date	05-02-2018
Construction	*Karen Bonnetti*	Date	05-02-2018
Constructability Review		Date	05-01-2018
Scoping team field review	PDT TEAM	Date	11-22-2016

13. PROJECT PERSONNEL

Name	Title	Phone
Gurwinder Sekhon	Project Manager	(209) 948-7008
David Sangha	Design Manager	(559) 244-2942
Amritpal Badhesha	Design Engineer	(559) 243-3859
Vu H Hguyen	Traffic Operations	(209) 603-5126
Arlene Cordero	Electrical Systems	(209) 948-7449
Wilmar Khul	Traffic Management	(209) 948-7963
Ali Bakhdoud	Electrical Design	(559) 243-3485
Ramin Rashedi	Structures Design	(916) 227-8222
Jennifer Jugo	Senior Environmental Planner	(559) 445-6172
Ali Juma	District Maintenance	(209) 948-7373

14. ATTACHMENTS (Number of Pages)

A. Location map (1)
B. Typical Cross Sections (3)
C. Layout (16)
D. Cost Estimate (11)
E. Storm Water Data Report-signed cover sheet (1) - Pending
F. TMP Checklist (8)
G. Right-of-Way Data Sheet (4)
H. Risk Register (1)
I. Environmental Document

INDEX OF PLANS

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SAN JOAQUIN COUNTY FROM 1.0 MILE EAST OF ELEVENTH STREET OVERCROSSING TO 0.9 MILE WEST OF PARADISE ROAD OVERCROSSING IN AND NEAR TRACY

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2015

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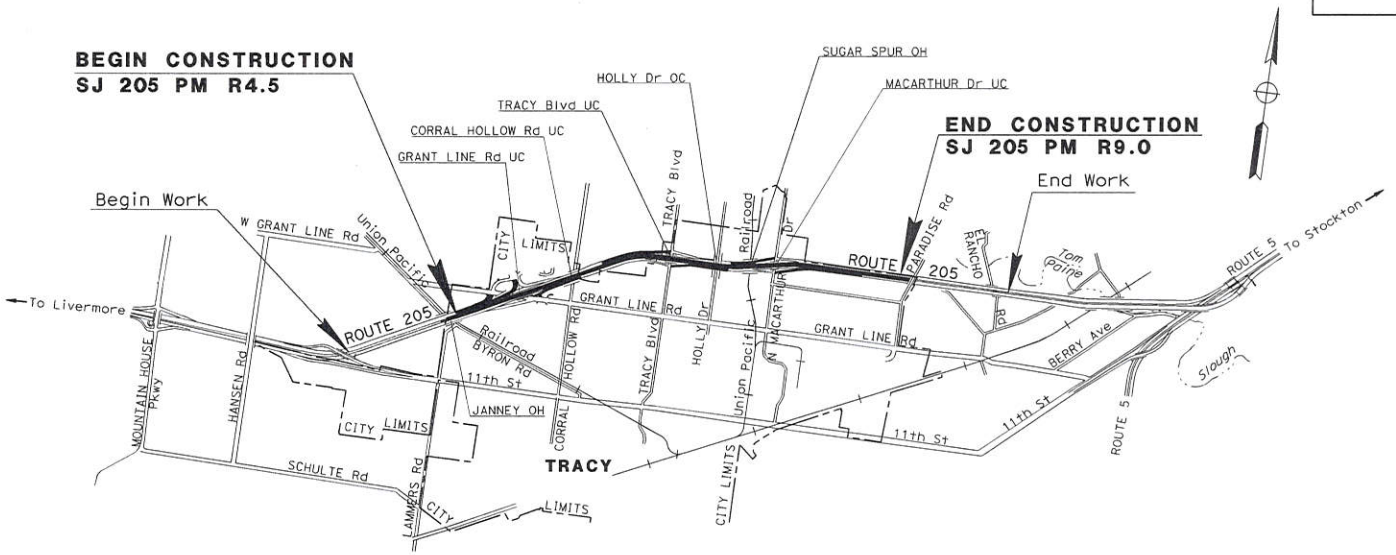

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PROJECT ENGINEER DATE
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

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DESIGN MANAGER: DAVID SANGHA
PROJECT MANAGER: GURWINDER SEKHON

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

ATTACHMENT A

CONTRACT No.	10-1C3304
PROJECT ID	1014000146

LAST REVISION 06-05-18
DATE PLOTTED => 05-JUN-2018
TIME PLOTTED => 10:28

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REGISTERED CIVIL ENGINEER DATE

X-X-X
PLANS APPROVAL DATE

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NOTES:

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

PAVEMENT CLIMATE REGION

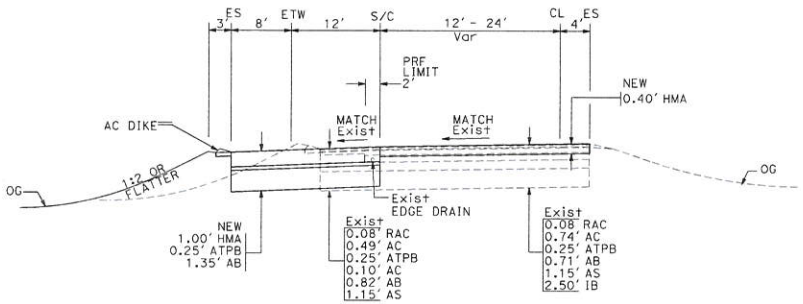
INLAND VALLEY

DESIGN DESIGNATION Rte 99

ADT (2041) = 179,000 DHV (2041) = 18,000
ADT (2021) = 118,000 DHV (2021) = 12,000
ADT (2017) CURRENT = 108,600
D = 70%
T = 9.0%

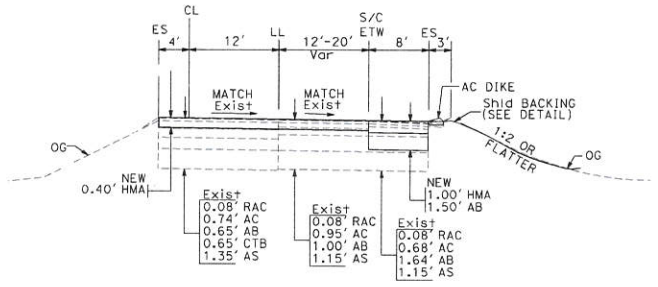
ABBREVIATIONS:

CHP - CALIFORNIA HIGHWAY PATROL (ENFORCEMENT AREA)
LL - LANE LINE



WB ON-RAMP FROM NAGLEE Rd/GRANT LINE Rd
WB ON-RAMP FROM NAGLEE Rd

"NAGLEE Rd"/"GRANT LINE Rd"
Sta 88+76.54 TO Sta 109+52.06
Sta 80+65.62 TO Sta 94+05.16



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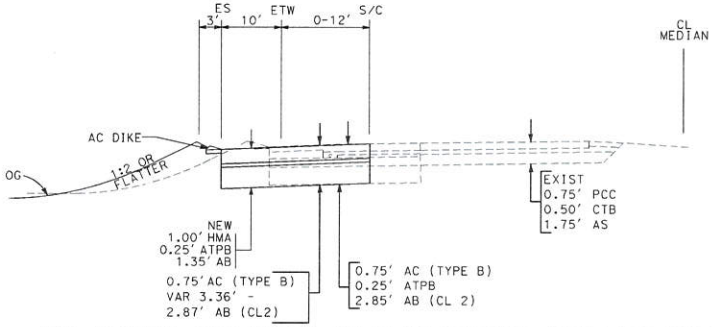

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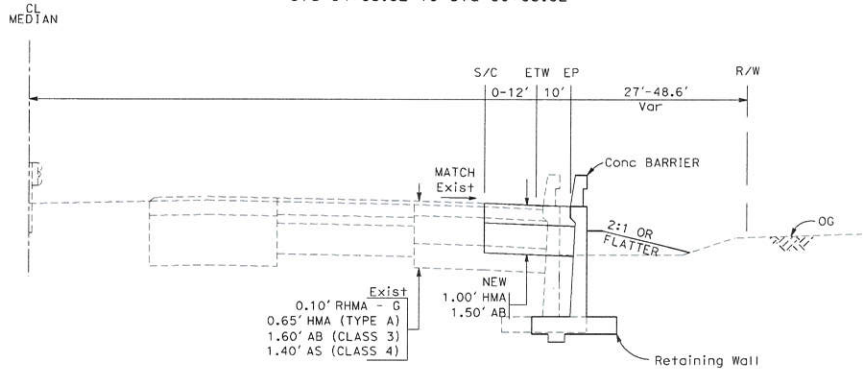
"ROUTE 205"
Sta 80+65.62 TO Sta 88+76.54
Sta 64+65.62 TO Sta 80+65.62



EB ROUTE 205 FROM GRANT LINE Rd ON-RAMP

"ROUTE 205"
Sta 119+45.40 TO Sta 135+45.40

TYPICAL CROSS SECTIONS

NO SCALE

ATTACHMENT B

X-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
06-DESIGN
FUNCTIONAL SUPERVISOR: DAVID SANGHA
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY: BALJIT KANDOLA
DATE REVISED

LAST REVISION 06-13-18
DATE PLOTTED => 13-JUN-2018
TIME PLOTTED => 14:35

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DGN FILE => X-sections_DPR.dgn
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UNIT 1471
PROJECT NUMBER & PHASE 10140001461

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REGISTERED CIVIL ENGINEER DATE

X-X-X
PLANS APPROVAL DATE

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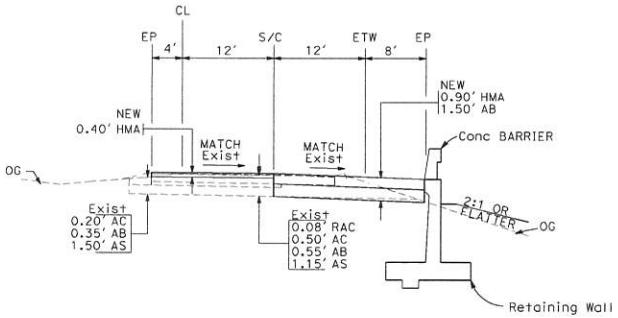

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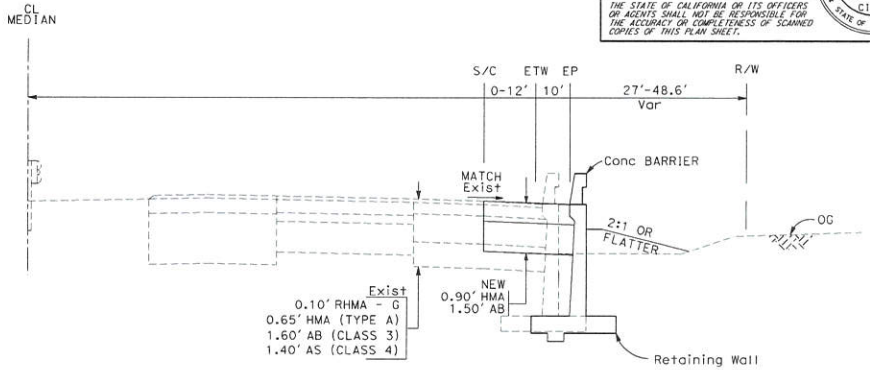

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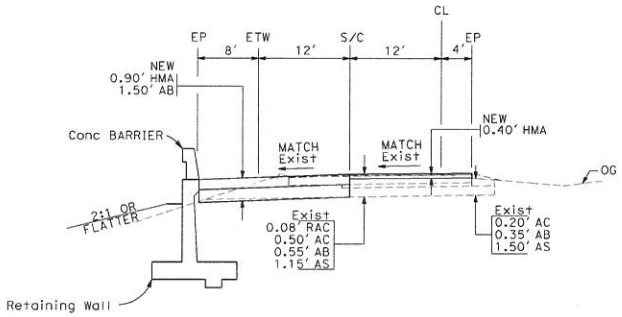

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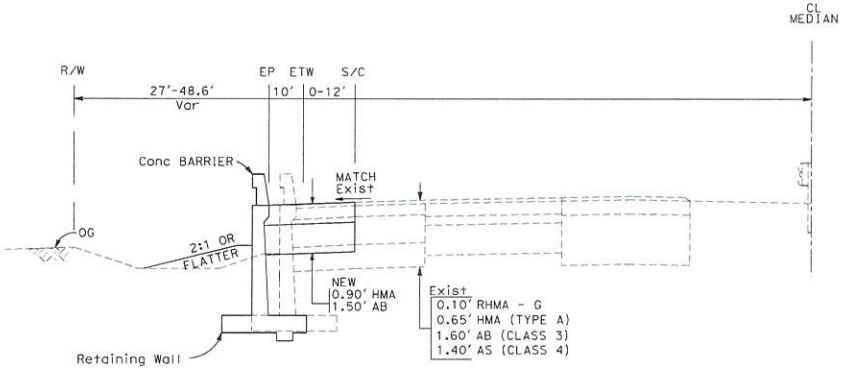
"TRACY BLVDr"
Sta 176+75.85 TO Sta 191+09.84



WB ROUTE 205 FROM TRACY BLVD ON-RAMP

"ROUTE 205"
Sta 160+97.02 TO Sta 176+75.85

TYPICAL CROSS SECTIONS

NO SCALE

ATTACHMENT B X-2

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans 06-DESIGN
FUNCTIONAL SUPERVISOR: DAVID SANGHA
CALCULATED-DESIGNED BY: BALJIT KANDOLA
CHECKED BY
REVISED BY
DATE REVISED

LAST REVISION 06-13-18 | DATE PLOTTED => 13-JUN-2018 | TIME PLOTTED => 14:35

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REGISTERED CIVIL ENGINEER DATE

X-X-X
PLANS APPROVAL DATE

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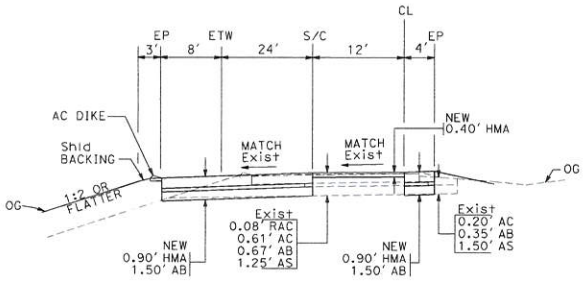

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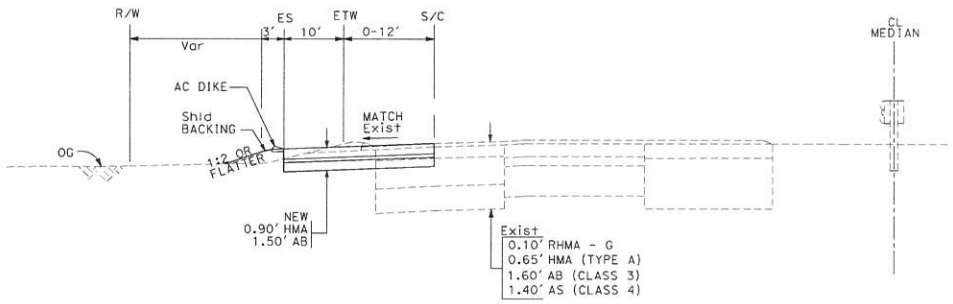

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"ROUTE 205"
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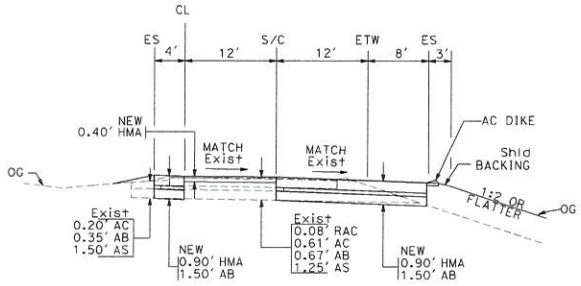

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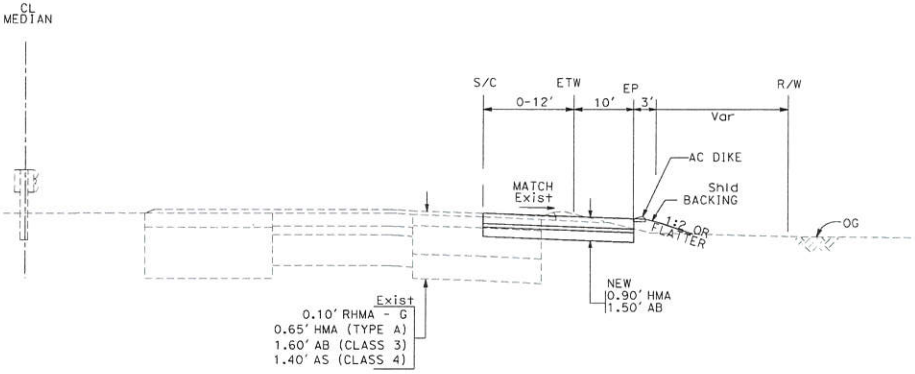

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"ROUTE 205"
Sta 262+71.47 TO Sta 278+81.83

TYPICAL CROSS SECTIONS

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION | Caltrans | 06-DESIGN | FUNCTIONAL SUPERVISOR: DAVID SANGHA | CALCULATED-DESIGNED BY: BALJIT KANDOLA | CHECKED BY | REVISED BY | DATE REVISED

LAST REVISION | DATE PLOTTED => 13-JUN-2018 | TIME PLOTTED => 14:36
06-13-18

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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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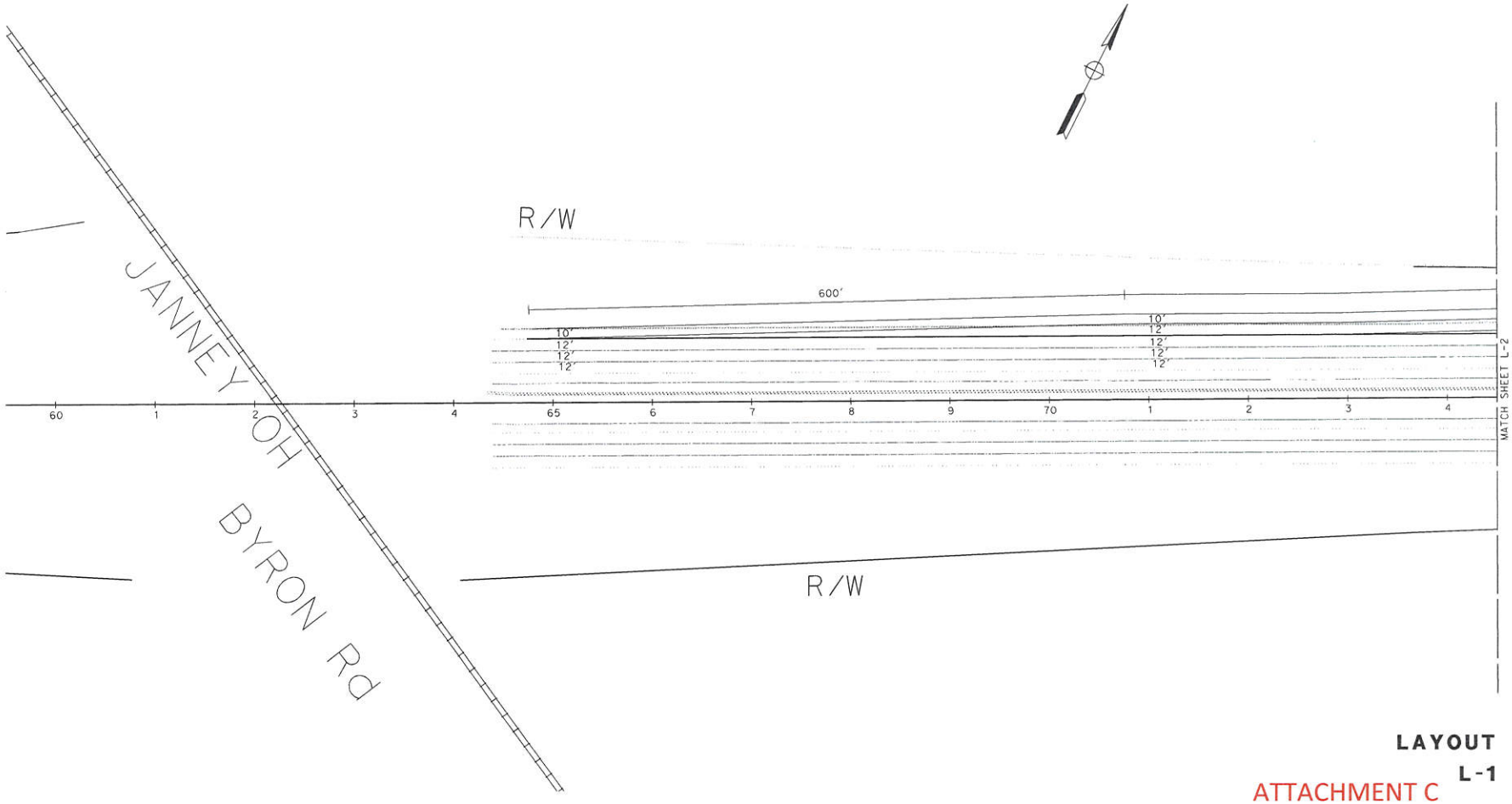

LAYOUT

L-1

ATTACHMENT C

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Caltrans DESIGN	DAVID SANGHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	

LAST REVISION DATE PLOTTED => 11-MAY-2018
04-17-18 TIME PLOTTED => 10:40

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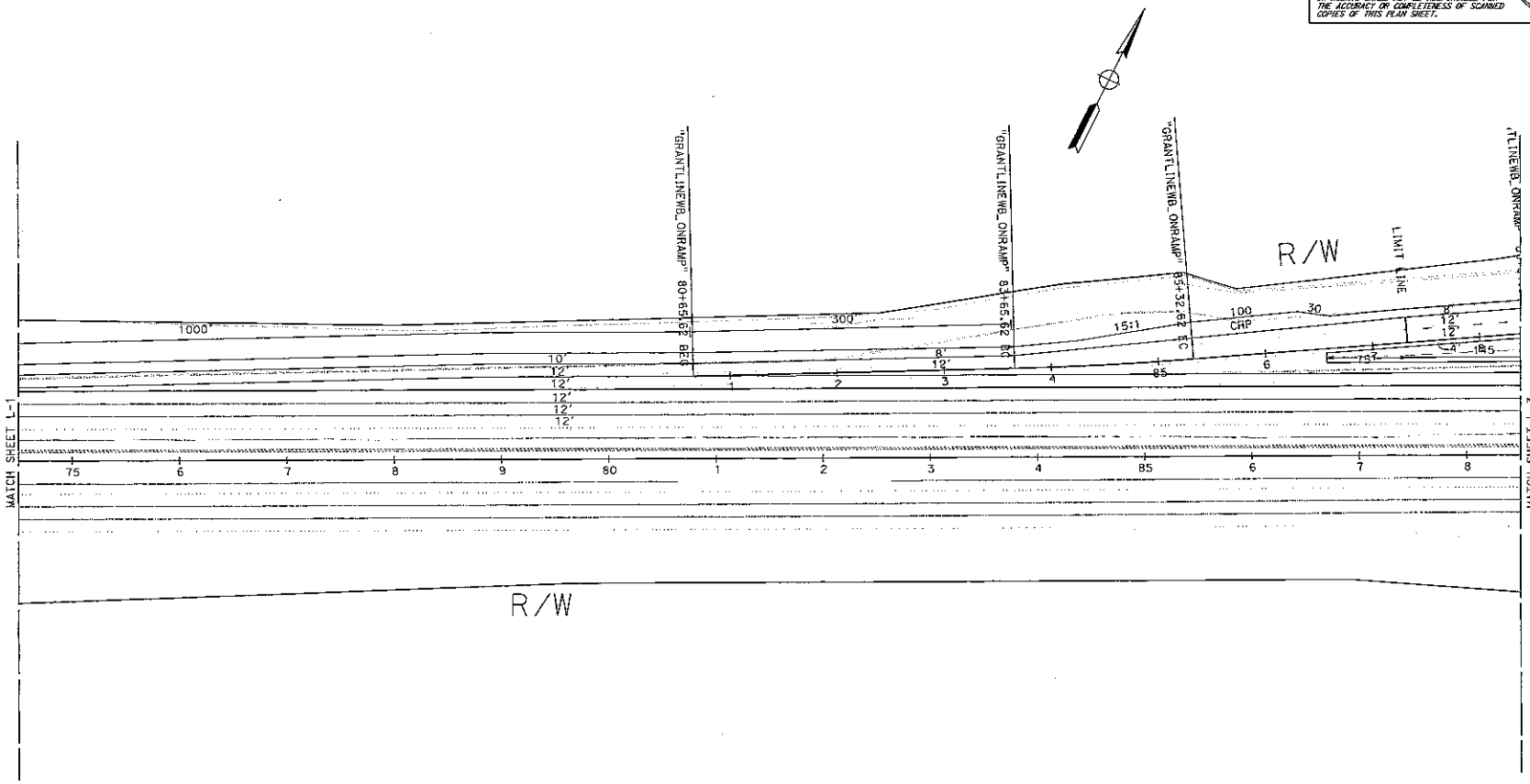

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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: BALJIT KANDOLA
CHECKED BY: AMRITPAL BADHESHA

FUNCTIONAL SUPERVISOR: DAVID SANGHA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

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LAST REVISED: 04-17-18
DATE PLOTTED => 11-MAY-2018
TIME PLOTTED => 10:40

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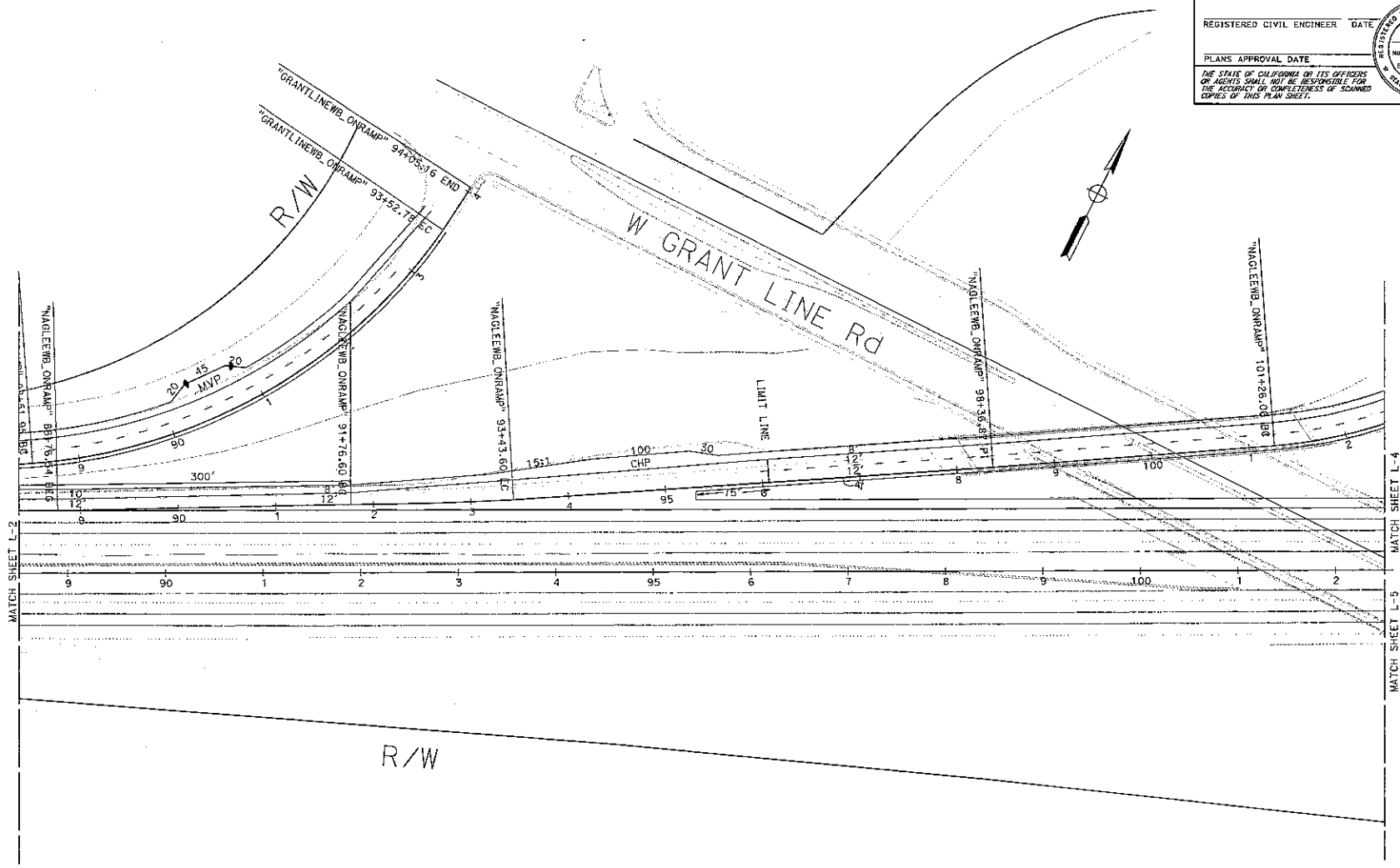
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

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FUNCTIONAL SUPERVISOR: DAVID SANGHA

CALCULATED-DESIGNED BY: BALJIT KANDOLA

CHECKED BY: AMRITPAL BADHESHA

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DATE REVISED

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04-17-18

BORDER LAST REVISED 7/2/2010

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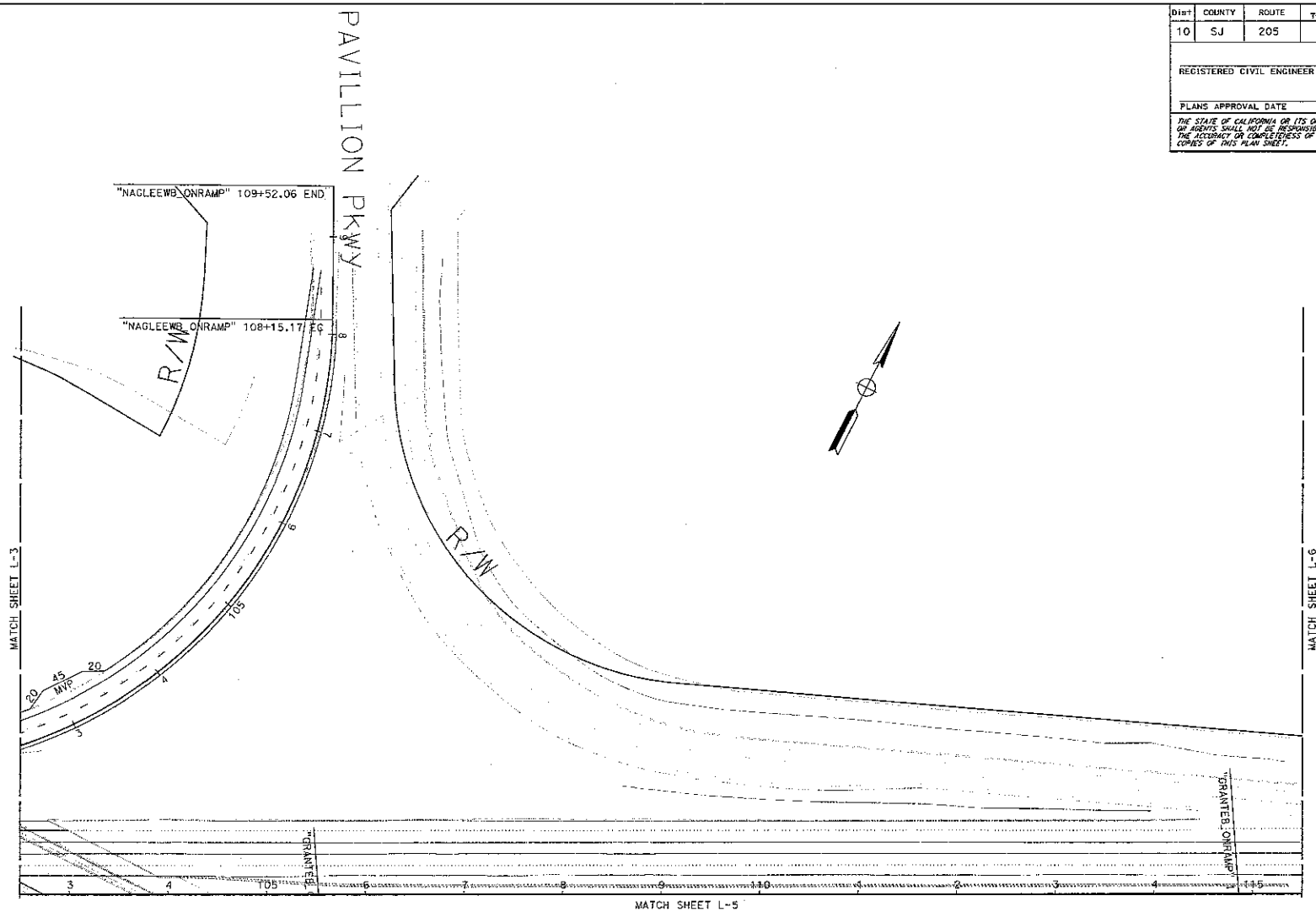
UNIT 1471

PROJECT NUMBER & PHASE - 10140001461



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

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CALCULATED-DESIGNED BY	BALJIT KANDOLA	REVISED BY	
CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DAVID SANDHA

LAYOUT
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RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
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REGISTERED CIVIL ENGINEER DATE

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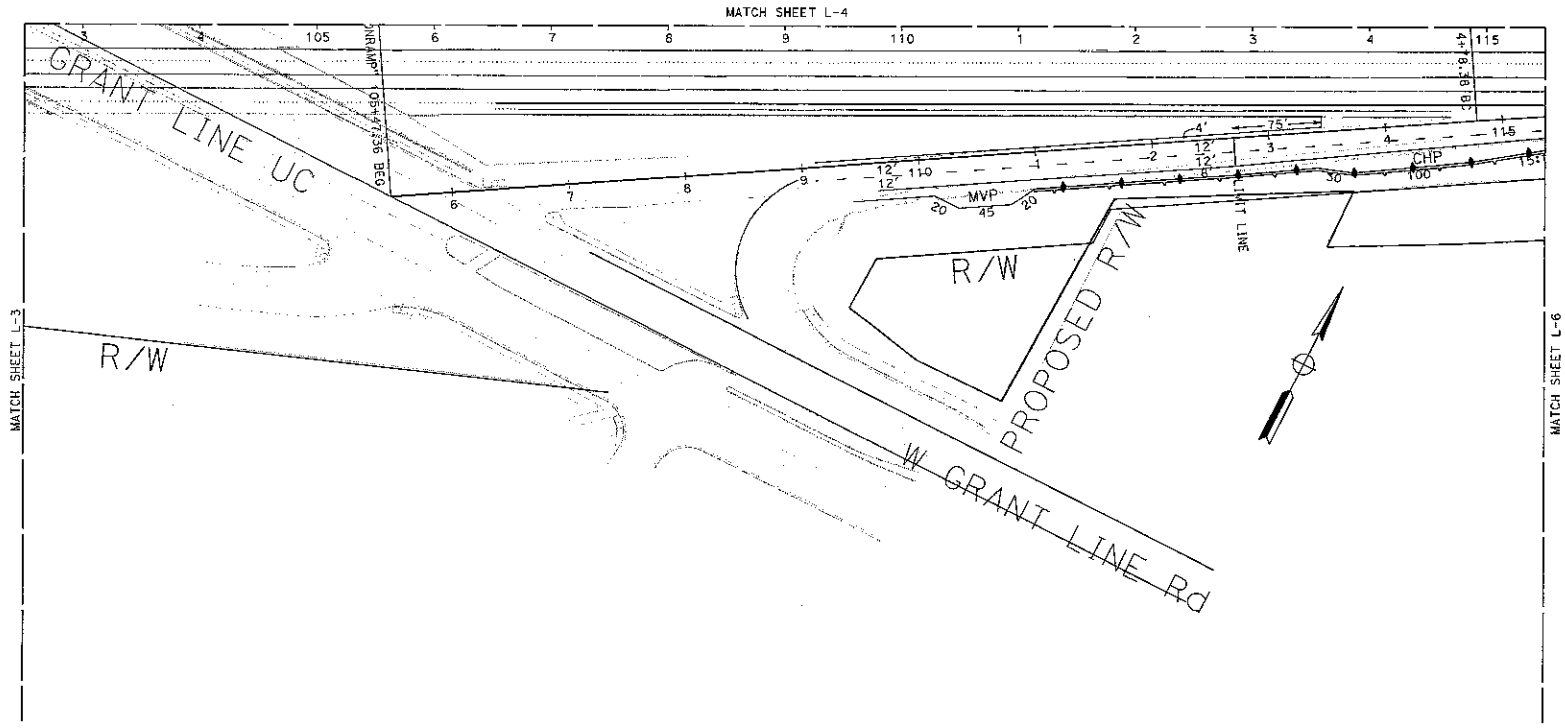

LAYOUT
L-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
DAVID SANGHA	BALJIT KAMBOLA	
	CHECKED BY	DATE REVISED
	AMRITPAL BADHESHA	

LAST REVISED 04-17-18
DATE PLOTTED => 11-MAY-2018
TIME PLOTTED => 10:40

BORDER LAST REVISED 7/2/2010
USERNAME => s135774
DGN FILE => 10-1C330 Layout Plan_05.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1471
PROJECT NUMBER & PHASE 10140001461

Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

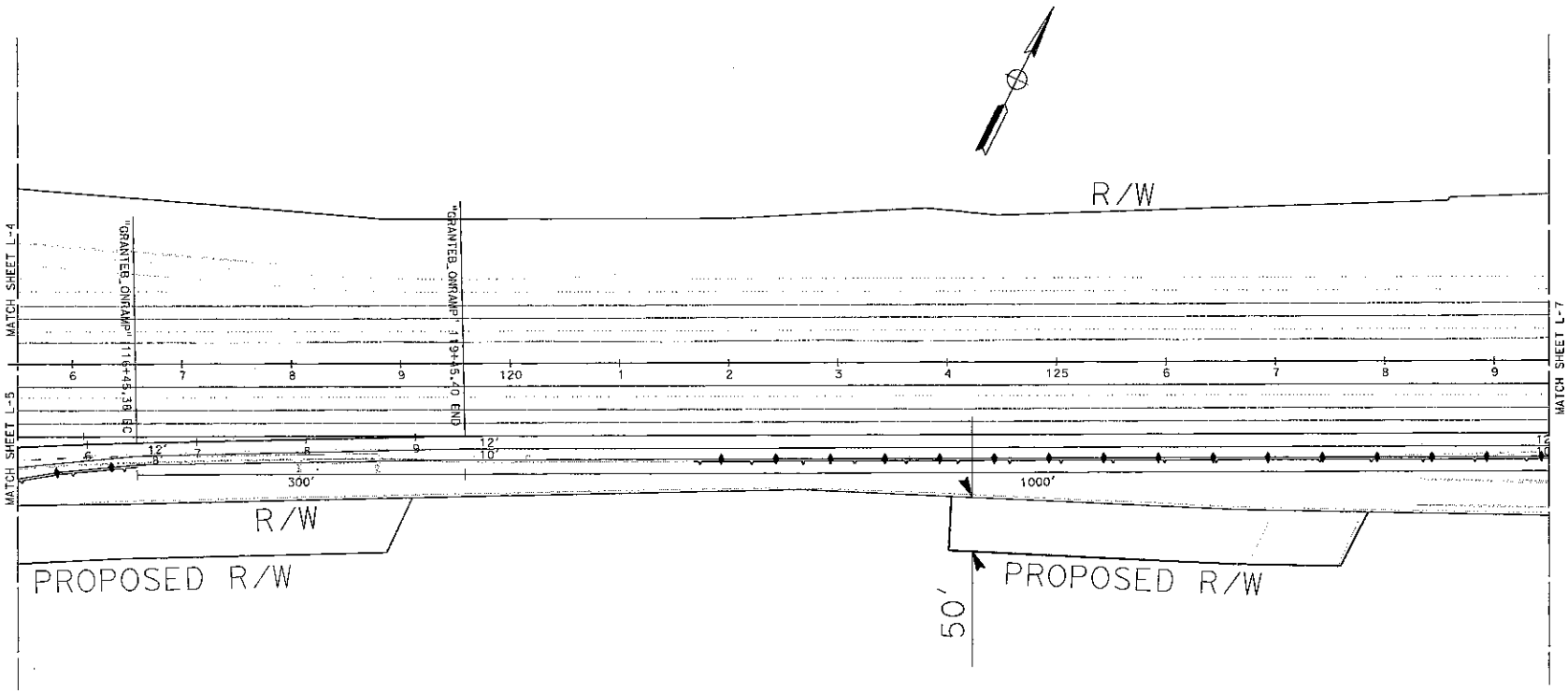
DESIGN

FUNCTIONAL SUPERVISOR: DAVID SANGHA

CALCULATED-DESIGNED BY: BALJIT KANDOLA

CHECKED BY: AMRITPAL BADHESHA

REVISED BY | DATE REVISED



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REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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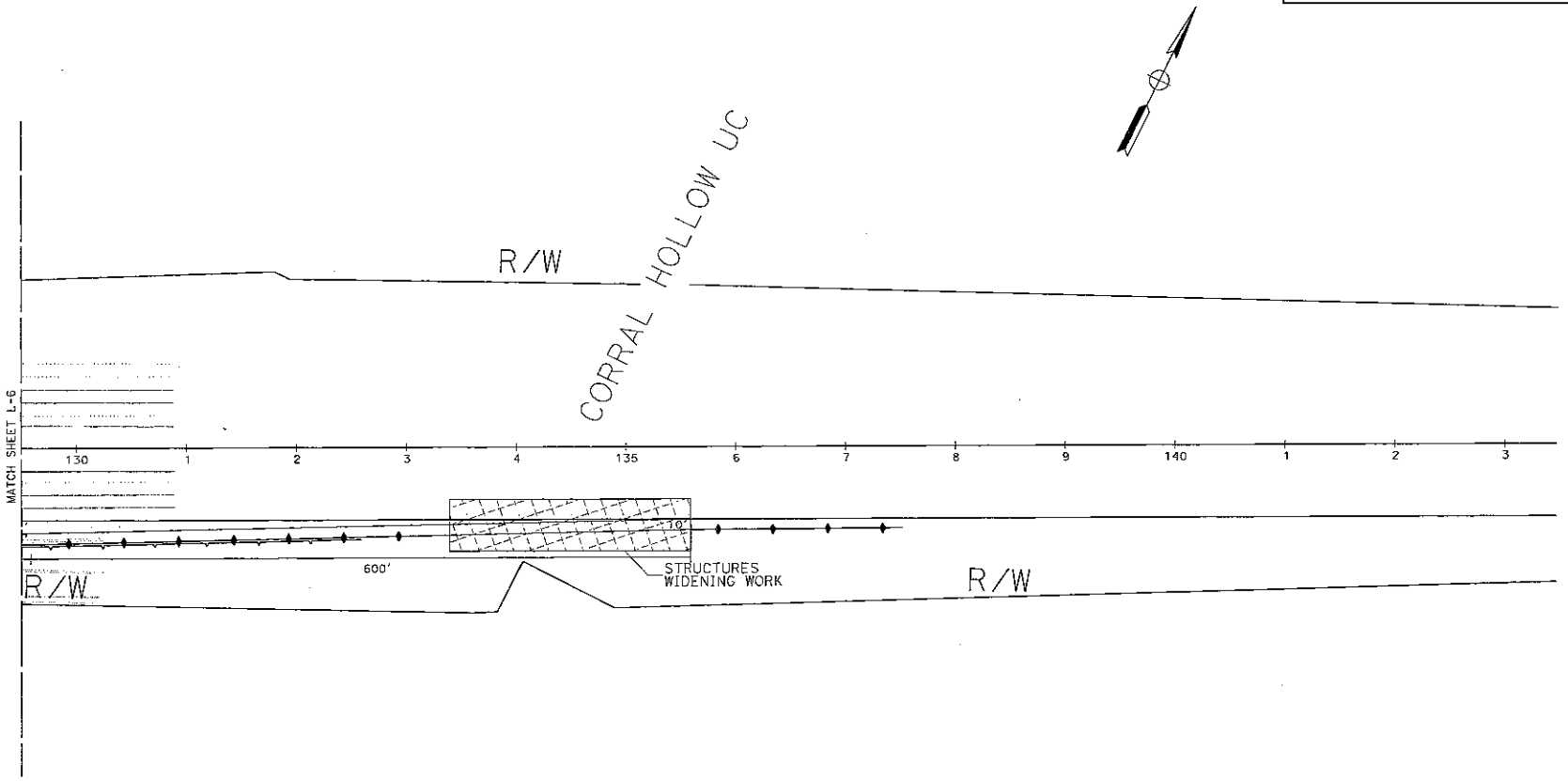
REGISTERED PROFESSIONAL ENGINEER — NO. — EXP. — CIVIL — STATE OF CALIFORNIA



LAYOUT
L-7

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
BALJIT KANDOLA	AMRITPAL BADHESHA

FUNCTIONAL SUPERVISOR: DAVID SANGHA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

LAST REVISED: DATE PLOTTED => 11-MAY-2018
04-17-18 TIME PLOTTED => 10:58

BORDER LAST REVISED 7/2/2010

USERNAME => s135774
DGN FILE => 10-1C330 Layout Plan_07.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461

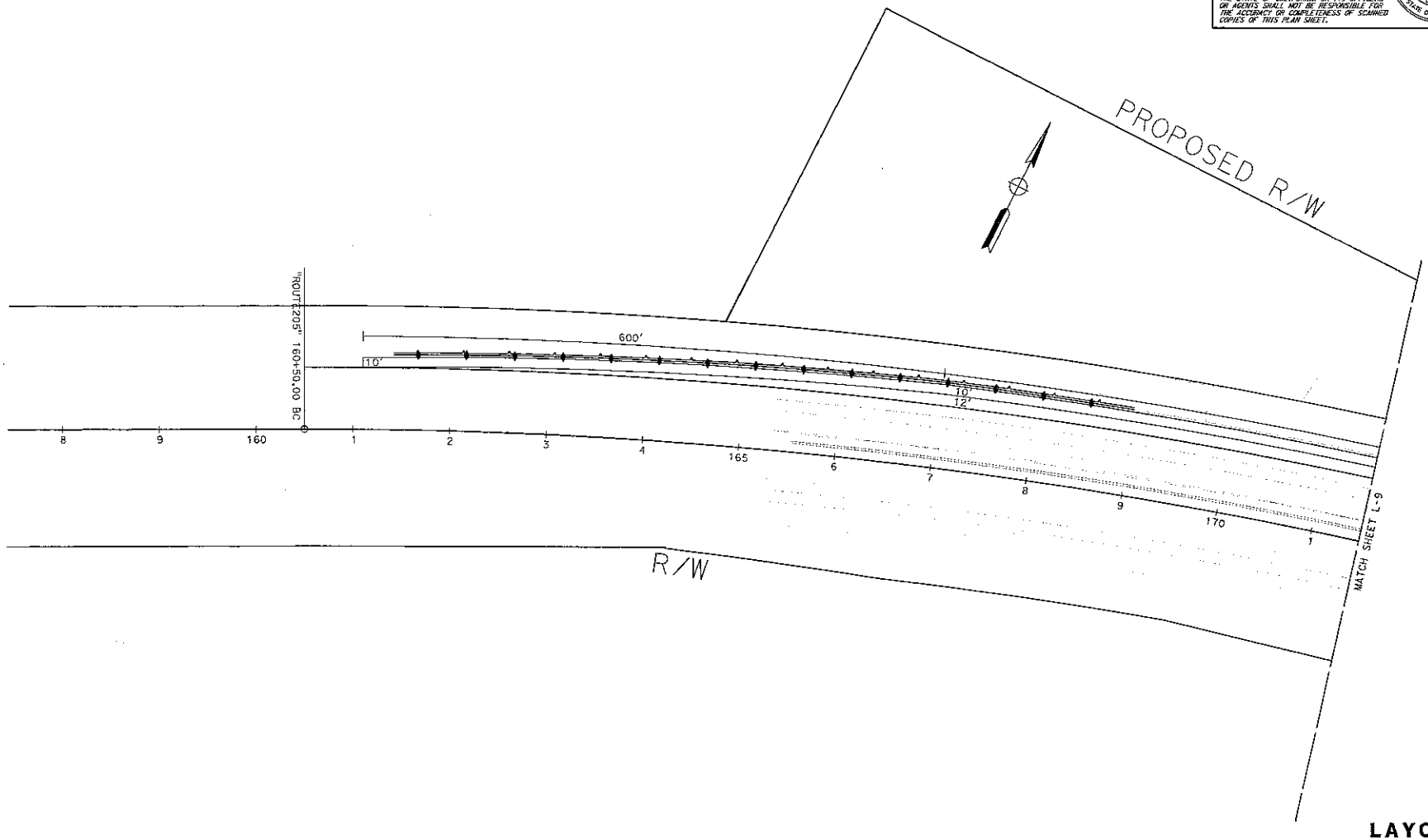
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



LAYOUT

L-8

REVISED BY					
DATE REVISED					
CALCULATED-DESIGNED BY	BALJIT KANDOLA				
CHECKED BY	AMRITPAL BADHESHA				
FUNCTIONAL SUPERVISOR	DAVID SANCHA				

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

LAST REVISION 04-17-18 | DATE PLOTTED => 11-MAY-2018 | TIME PLOTTED => 10:40

BORDER LAST REVISED 7/2/2010 | USERNAME => s135774 | DGN FILE => 10-1C330 Layout Plan_08.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 1471 | PROJECT NUMBER & PHASE 10140001461

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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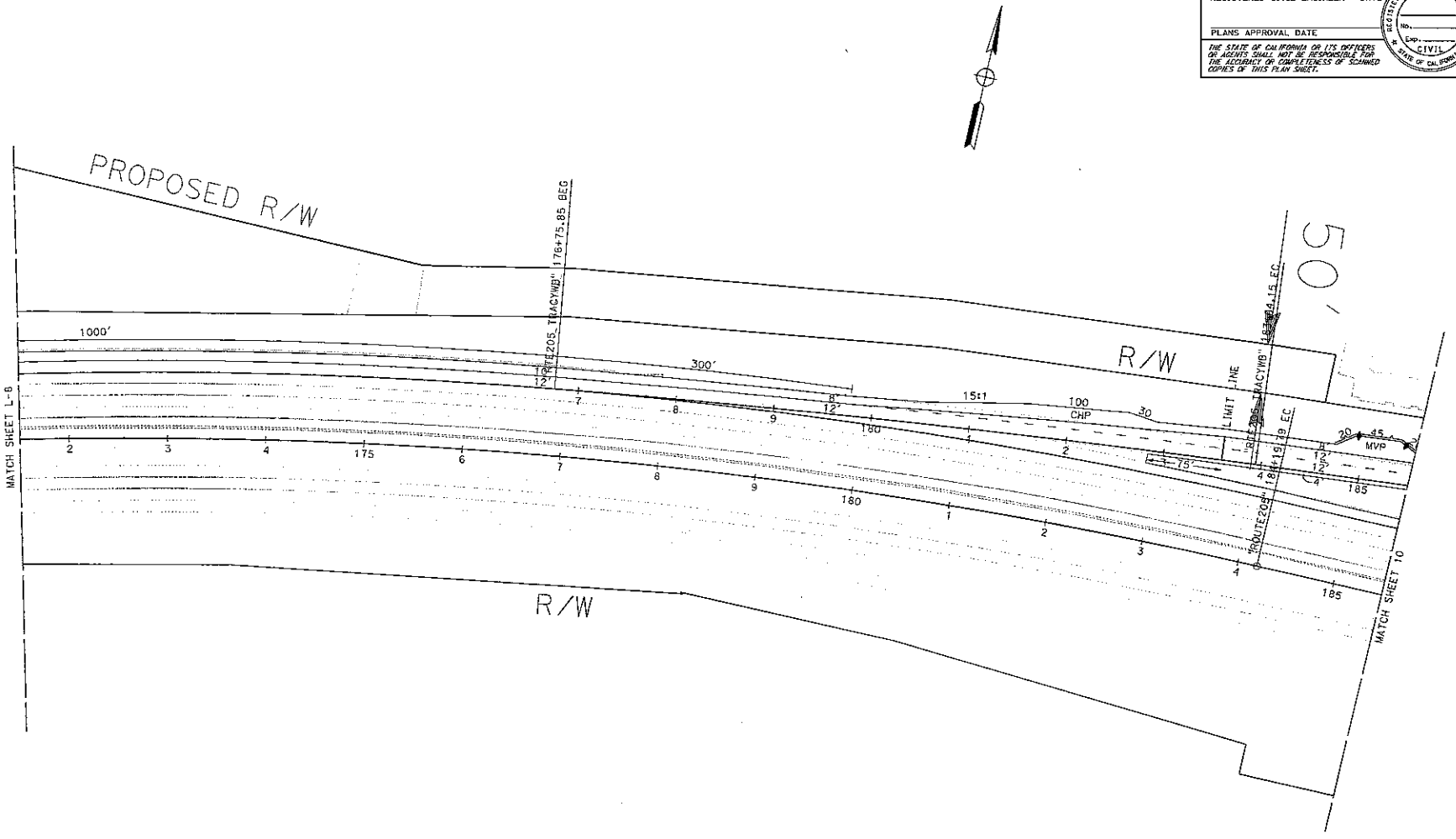


LAYOUT

L-9

STATE OF CALIFORNIA -- DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY
DAVID SANGHA	BALJIT KANDOLA	
	CHECKED BY	DATE REVISED
	AMRITPAL BADHESHA	

LAST REVISION 04-17-18

DATE PLOTTED => 11-MAY-2018
TIME PLOTTED => 10:40

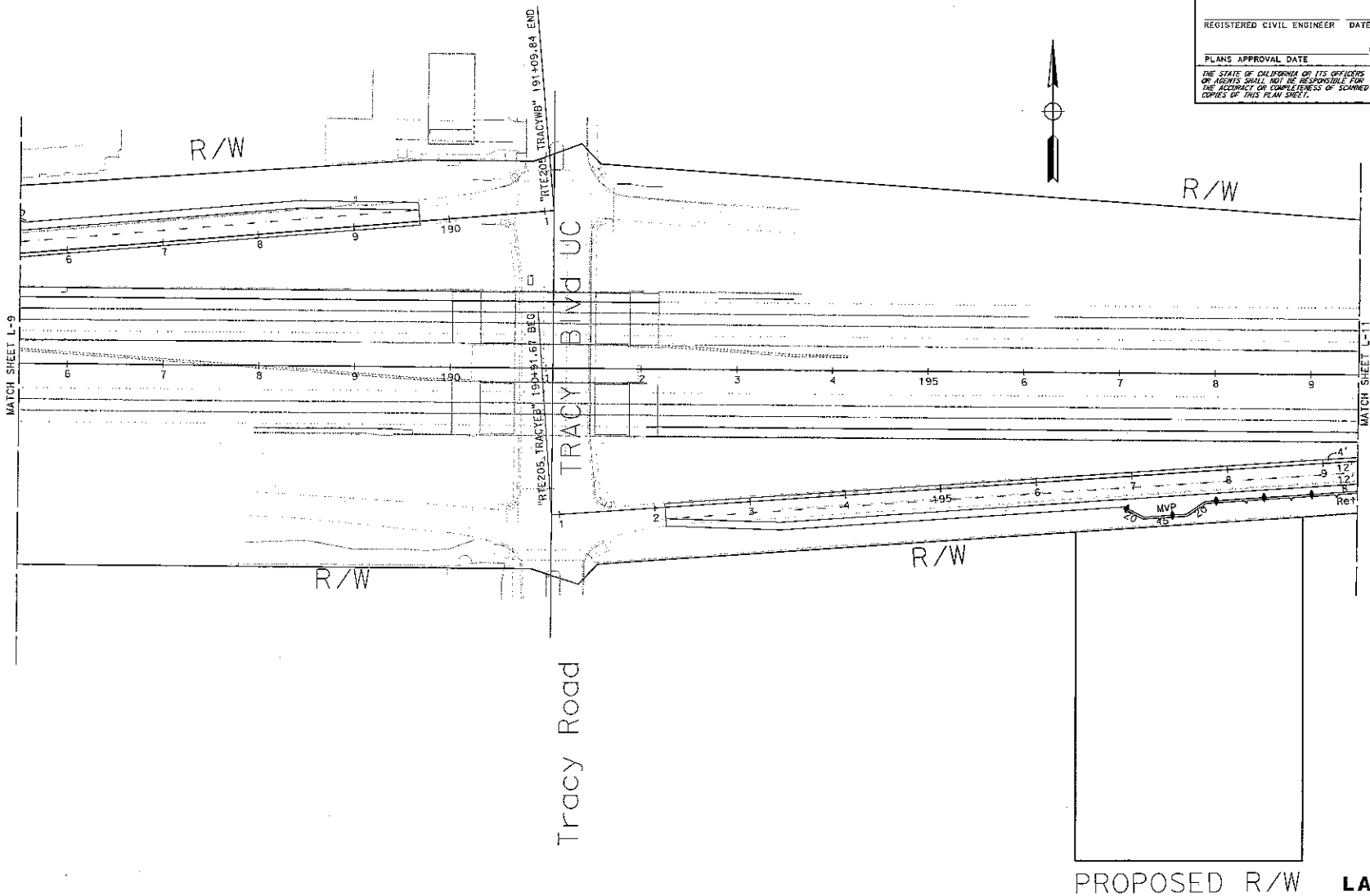
BORDER LAST REVISED 7/2/2010

USERNAME => e135774
DGN FILE => 10-16330 Layout Plan_09.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: BALJIT KANDOLA
CHECKED BY: AMRITPAL BADHESHA

FUNCTIONAL SUPERVISOR: DAVID SANGHA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

LAYOUT
L-10

LAST REVISION: DATE PLOTTED => 11-MAY-2018
04-17-18 TIME PLOTTED => 13:40

BORDER LAST REVISED 7/2/2010

USERNAME => s135774
DGN FILE => 10-1C336 Layout Plan_10.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461

Dist	County	Route	Post Miles Total Project	Sheet No.	Total Sheets
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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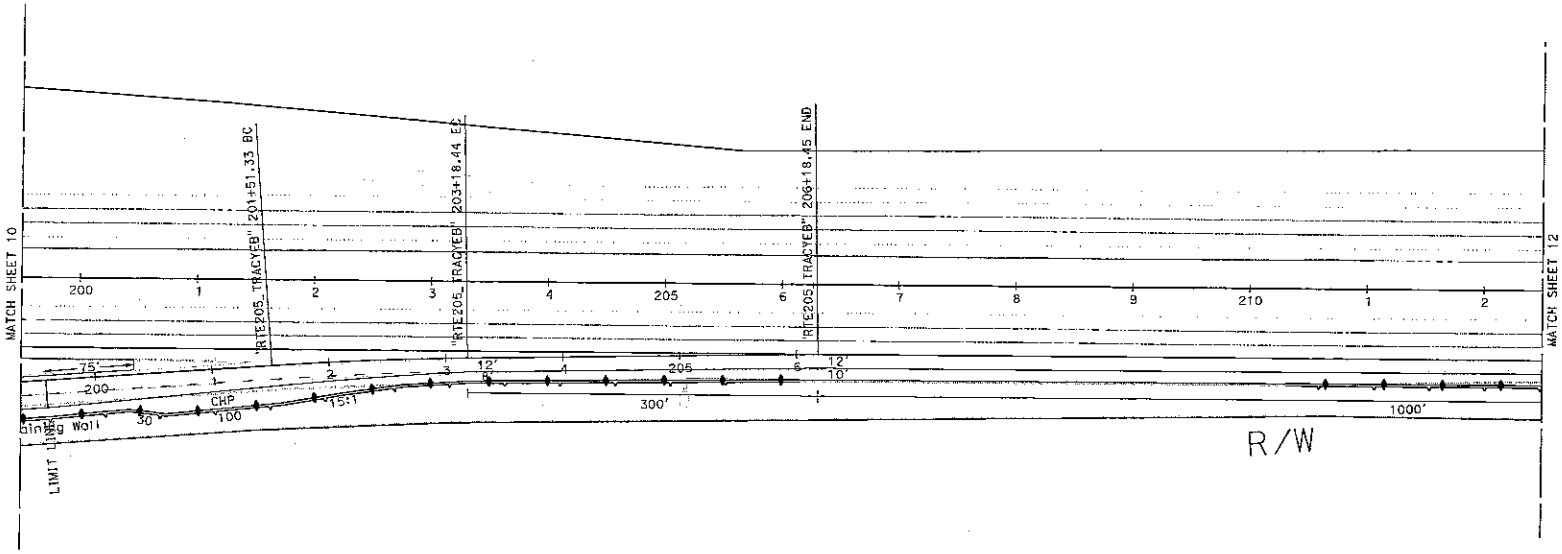


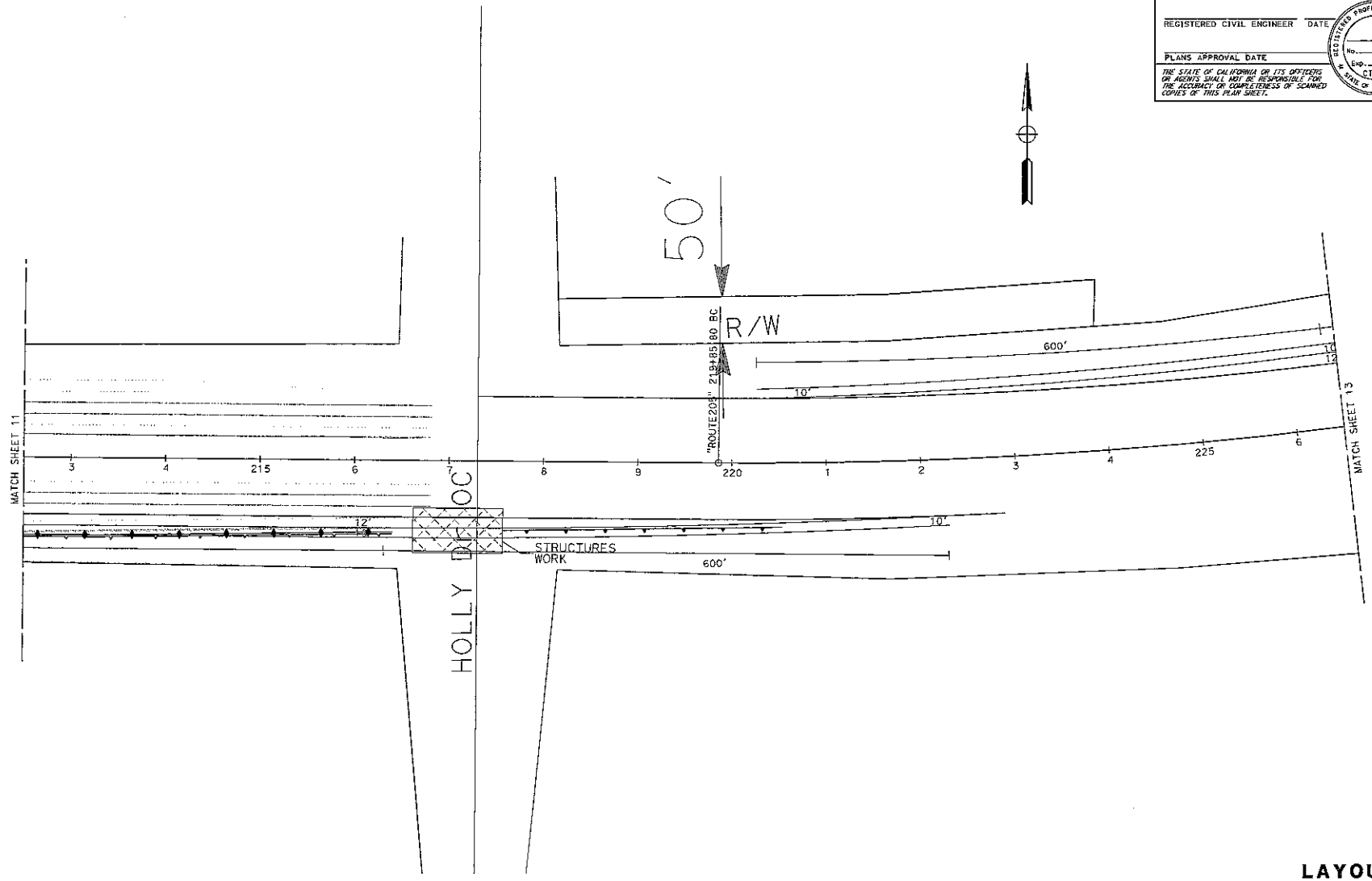
LAYOUT

L-11

STATE OF CALIFORNIA -- DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	BALJIT KANDOLA	REVISED BY	
Caltrans DESIGN	DAVID SANCHA	CHECKED BY	AMRITPAL BADHESHA	DATE REVISED	

BORDER LAST REVISED 7/2/2010	USERNAME =>s135774 DGN FILE => 10-1C330 Layout Plan_11.dgn	RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3	UNIT 1471	PROJECT NUMBER & PHASE 10140001461

DATE PLOTTED => 11-MAY-2018
TIME PLOTTED => 10:40



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

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STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: DAVID SANGHA

CALCULATED-DESIGNED BY: BALJIT KANDOLA

CHECKED BY: AMRITPAL BADHESHA

REVISED BY

DATE REVISED

LAYOUT
L-12

LAST REVISION — DATE PLOTTED => 11-MAY-2018
04-17-18 | TIME PLOTTED => 10:58

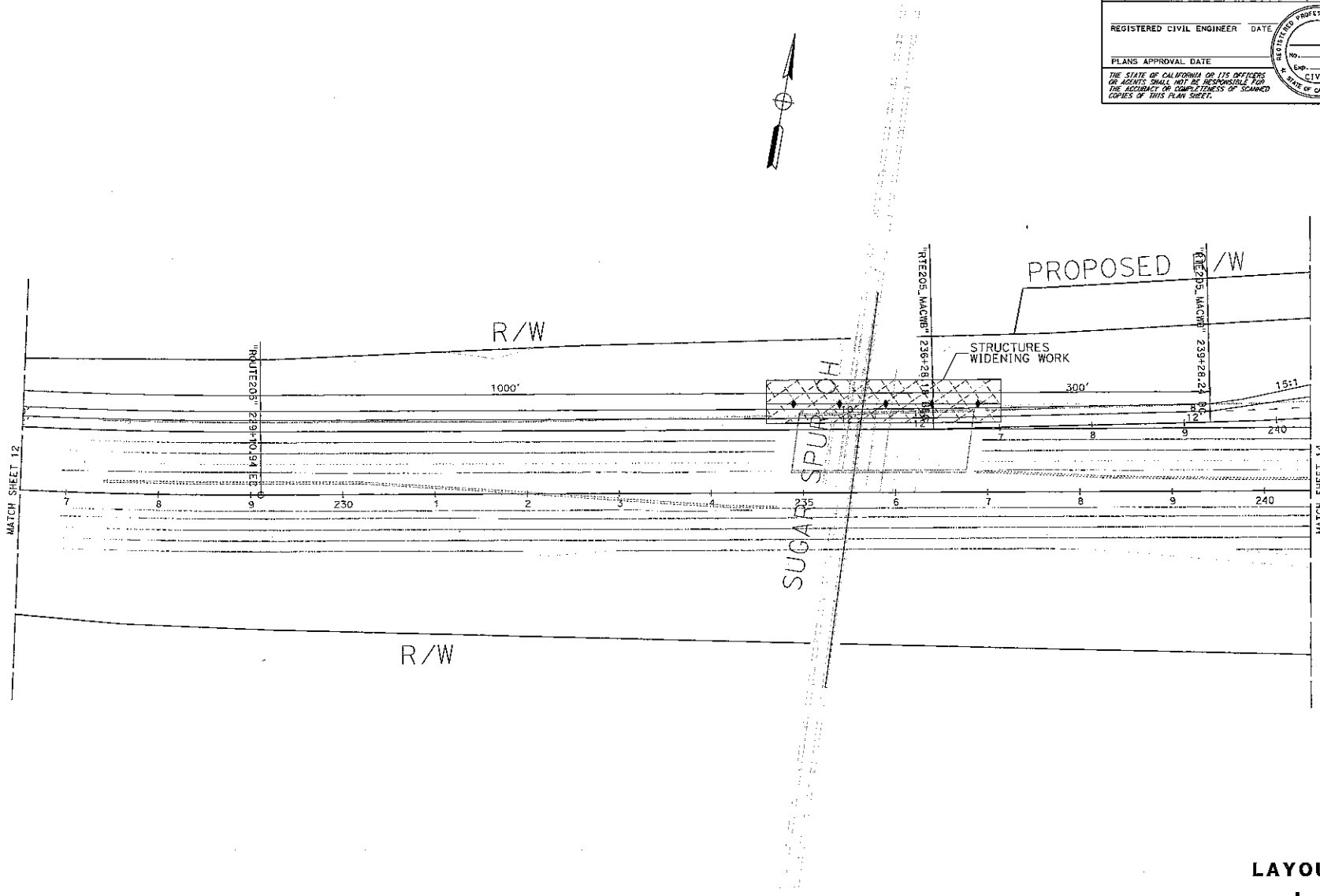
BORDER LAST REVISED 7/2/2010

USERNAME => s135774
DGN FILE => 10-10330 Layout Plan_12.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: BALJIT KANDOLA

CHECKED BY: AMRITPAL BADHESHIA

FUNCTIONAL SUPERVISOR: DAVID SANGHA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

LAYOUT
L-13

LAST REVISED: 04-17-18

DATE PLOTTED => 11-MAY-2018

TIME PLOTTED => 10:58

BORDER LAST REVISED 7/2/2010

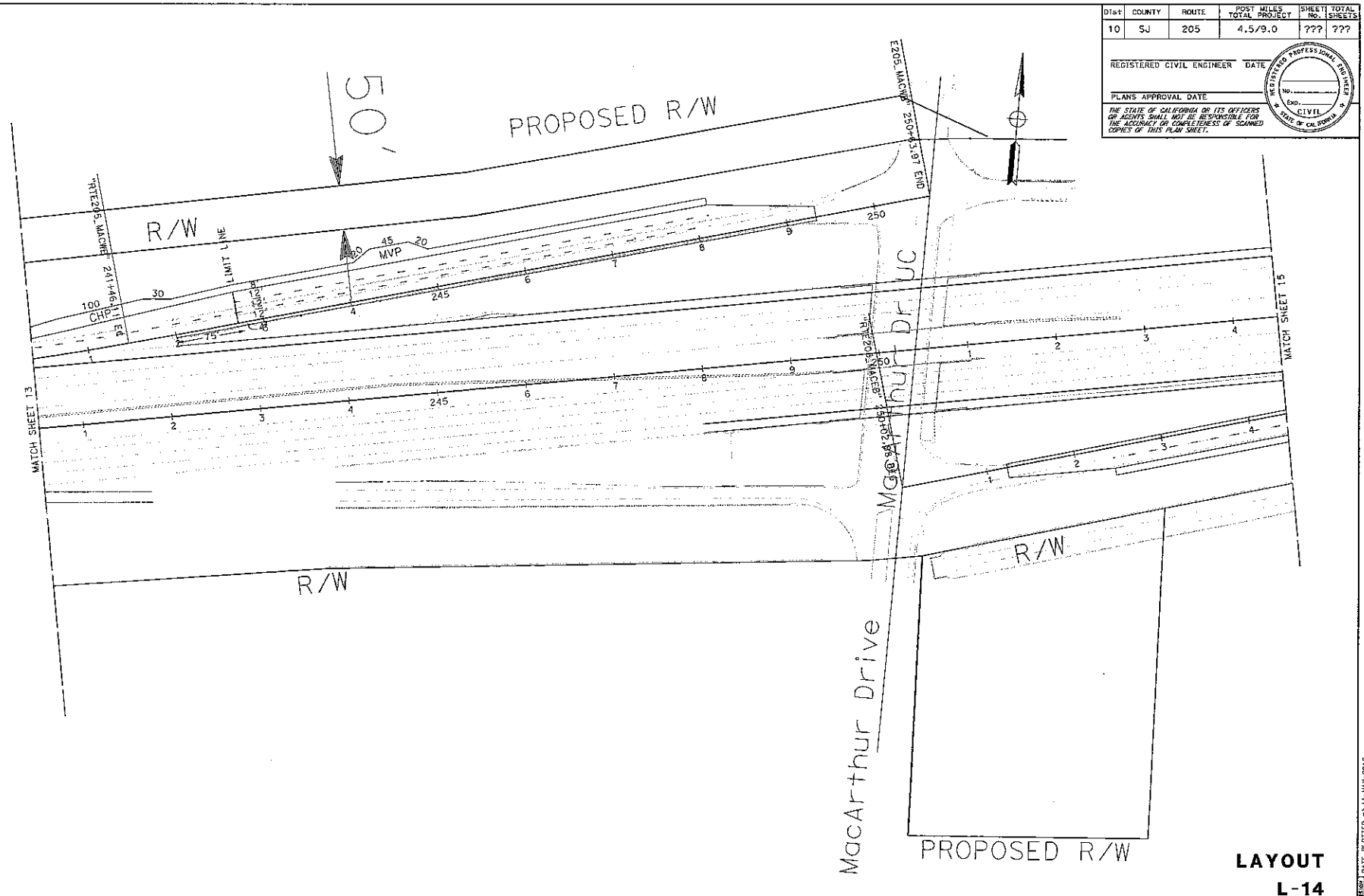
USERNAME => s135774

DGN FILE => 10-1C330 Layout Plan_13.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

FUNCTIONAL SUPERVISOR: DAVID SANGHA

CALCULATED-DESIGNED BY: BALJIT KANDOLA

CHECKED BY: AMRITPAL BADHESHA

REVISED BY

DATE REVISED

LAST REVISION DATE PLOTTED => 11-MAY-2018
TIME PLOTTED => 10:40
04-17-18

LAYOUT
L-14

BORDER LAST REVISED 7/2/2010

USERNAME => s135774
DGN FILE => 10-1C330 Layout Plan_14.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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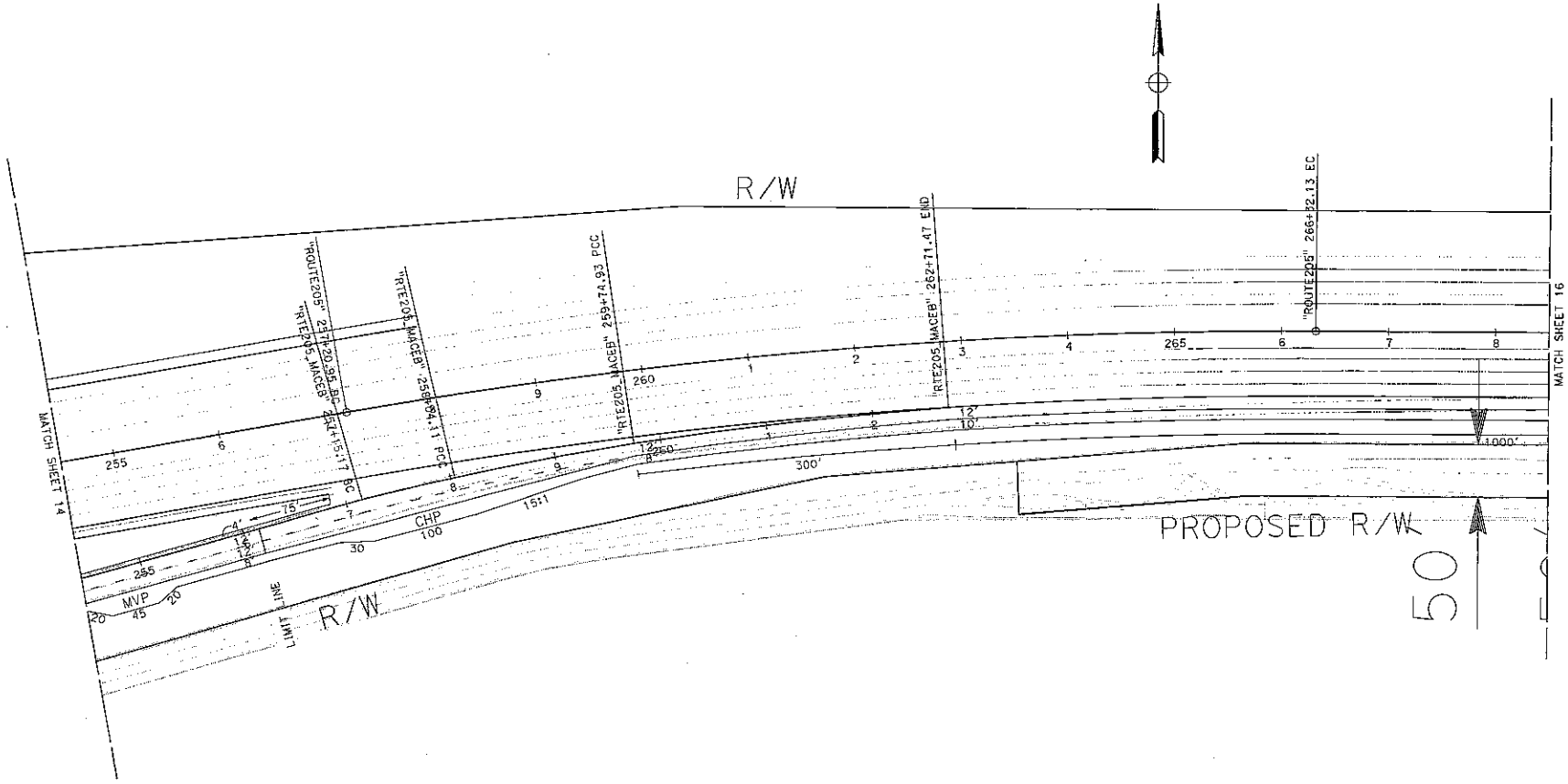
REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — CIVIL — STATE OF CALIFORNIA



LAYOUT

L-15

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

DESIGN

FUNCTIONAL SUPERVISOR: DAVID SANGHA

CALCULATED-DESIGNED BY: BALJIT KANDOLA

CHECKED BY: AMRITPAL BADHESHA

REVISED BY

DATE REVISED

LAST REVISED 04-17-18 | DATE PLOTTED => 11-MAY-2018 | TIME PLOTTED => 10:41

BORDER LAST REVISED 7/2/2010

USERNAME => s135774
DGN FILE => 10-10330 Layout Plan_15.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
10	SJ	205	4.5/9.0	???	???

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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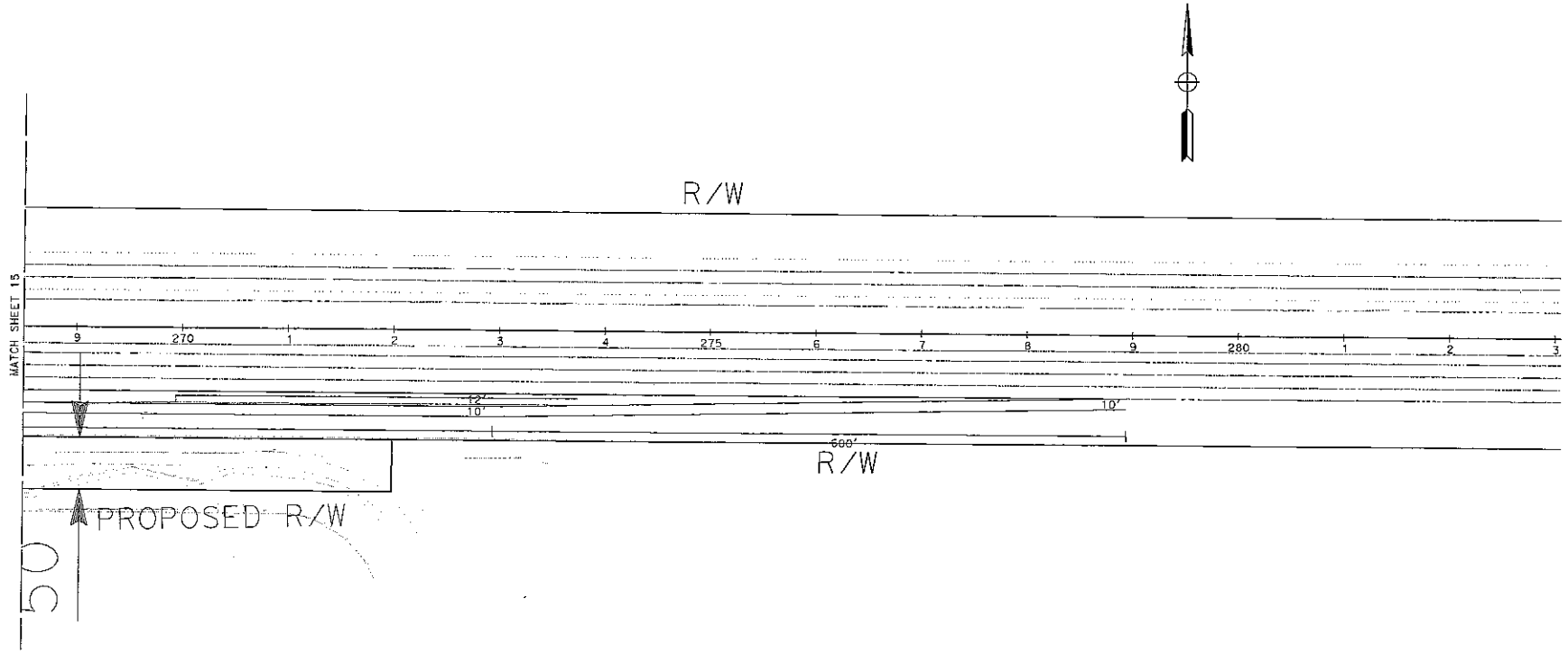
REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — CIVIL — STATE OF CALIFORNIA



LAYOUT

L-16

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	REVISED BY	DATE REVISED
Caltrans DESIGN	DAVID SANGHA	BALJIT KAHLON		
		AMRITPAL BADHESHA		
		CHECKED BY		

LAST REVISION 04-17-18

DATE PLOTTED => 11-MAY-2018
TIME PLOTTED => 10:41

BORDER LAST REVISED 7/2/2010

USERNAME => s135774
DGN FILE => 10-1C330 Layout Plan_16.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1471

PROJECT NUMBER & PHASE 10140001461

PROJECT

PLANNING COST ESTIMATE

EA: 10-1C330 PID: 1014000146

EA: 10-1C330

PID: 1014000146

District-County-Route: 10-SJ-205

PM: R4.5/R9.0

Type of Estimate : Project Approval and Environmental Document (PA&ED) Cost Estimate

Program Code : 20.10.201.315

Project Limits : 10 - SJ - 205 – R4.5/R9.0

Project Description: This project will improve operation on Route I-205 and the ramps as well better manage peak hour congestion on I-205. The project scope will consist of the following improvements: Install seven Ramp Metering Systems (RMS) and seven CCTV cameras on the following ramps: EB/WB Grant Line Road on ramps, the WB Naglee Road on ramp, the WB/EB Tracy Blvd on ramp, and WB/EB McArthur Drive on ramp. In addition, High Occupancy Vehicle (HOV) preferential lanes will be constructed at all seven ramp locations along with Maintenance Vehicle Pullouts (MVP) and California Highway Patrol (CHP) pullouts. Scope of work will include Roadway widening, Excavation, Drainage work (retention basins, side ditches, and culverts), Structure work (Bridge widening, Retaining walls), Sound walls, Erosion control, and possible Utility Relocation. Additional Right of Way will be acquired to accommodate drainage, ramp widening and mainline merging.

Scope : To add HOV preferential lanes, MVP and CHP pullouts to reduce congestion and improve safety for maintenance personnel as well as install Ramp Metering Systems (RMS) and CCTV cameras to improve operations on Route I-205.

Alternative : No-build

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	$ 20,892,200	$ 23,636,727
TOTAL STRUCTURES COST	$ 4,842,000	$ 5,478,075
SUBTOTAL CONSTRUCTION COST	$ 25,734,200	$ 29,114,801
TOTAL RIGHT OF WAY COST	$ 4,063,916	$ 4,764,490
TOTAL CAPITAL OUTLAY COSTS	**$ 29,799,000**	**$ 33,880,000**
PR/ED SUPPORT	$ -	$ -
PS&E SUPPORT	$ -	$ -
RIGHT OF WAY SUPPORT	$ -	$ -
CONSTRUCTION SUPPORT	$ -	$ -
TOTAL SUPPORT COST	**$ -**	**$ -**
TOTAL PROJECT COST	**$ 29,800,000**	**$ 33,880,000**

If Project has been programmed enter Programmed Amount

	Month	/ Year
Date of Estimate (Month/Year)	8	/ 2018
Estimated Construction Start (Month/Year)	7	/ 2021
Number of Working Days =	300	
Estimated Mid-Point of Construction (Month/Year)	9	/ 2022
Estimated Construction End (Month/Year)	12	/ 2023
Number of Plant Establishment Days	261	

Estimated Project Schedule

PID Approval	6/9/2014
PA/ED Approval	9/7/2018
PS&E	6/18/2020
RTL	1/18/2021
Begin Construction	7/23/2021

Approved by Project Manager Gurwinder Gokhon 9/6/18 209-948-7008

Project Manager | Date | Phone

ATTACHMENT D

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	Earthwork	$	1,001,700.00
2	Pavement Structural Section	$	4,849,400.00
3	Drainage	$	1,000,000.00
4	Specialty Items	$	2,762,100.00
5	Environmental	$	1,477,000.00
6	Traffic Items	$	2,612,700.00
7	Detours	$	-
8	Minor Items	$	685,200.00
9	Roadway Mobilization	$	1,438,900.00
10	Supplemental Work	$	994,500.00
11	State Furnished	$	2,171,400.00
12	Time-Related Overhead	$	-
13	Roadway Contingency		$1,899,300
	TOTAL ROADWAY ITEMS	**$**	**20,892,200.00**

Estimate Prepared By :	Baljit S Kandola	6/5/2018	559-243-3859
	Name and Title	Date	Phone
Estimate Reviewed By :	Amritpal S Badhesha	6/5/2018	559-243-3859
	Name and Title	Date	Phone

By signing this estimate you are attesting that you have discussed your project with all functional units and have incorporated all their comments or have discussed with them why they will not be incorporated.

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
160101	Clearing & Grubbing	LS	1	x	15,000.00	=	$	15,000
170101	Develop Water Supply	LS	1	x	4,000.00	=	$	4,000
190101	Roadway Excavation	CY	6,315	x	20.00	=	$	126,300
19010X	Roadway Excavation (Type X) ADL	CY		x		=	$	-
192037	Structure Excavation (Retaining Wall)	CY		x		=	$	-
193013	Structure Backfill (Retaining Wall)	CY		x		=	$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		=	$	-
194001	Ditch Excavation	CY		x		=	$	-
198010	Imported Borrow	CY	42,820	x	20.00	=	$	856,400
198011	Imported Borrow (Shoulder Backing)	TON		x		=	$	-
210130	Duff	ACRE		x		=	$	-
XXXXXX	Some Item	Unit						

TOTAL EARTHWORK SECTION ITEMS	$	1,001,700

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
150771	Remove Asphalt Concrete Dike	LF		x		=	$	-
150860	Remove Base and Surfacing	CY		x		=	$	-
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		=	$	-
15312X	Remove Concrete	LF/CY/LS		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
260201	Class 2 Aggregate Base	CY	22,000	x	50.00	=	$	1,100,000
280010	Rapid Strength Concrete Base	CY		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		=	$	-
3750XX	Screenings (Type XX)	TON		x		=	$	-
377501	Slurry Seal	TON		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	34,000	x	100.00	=	$	3,400,000
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		=	$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		=	$	-
394076	Place Hot Mix Asphalt Dike (Type E)	LF	22,800	x	3.00	=	$	68,400
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
395000	Liquid Asphalt (Prime Coat)	TON		x		=	$	-
397005	Tack Coat	TON	36	x	1,000.00	=	$	36,000
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
401050	Jointed Plain Concrete Pavement	CY		x		=	$	-
404092	Seal Pavement Joint	LF		x		=	$	-
404093	Seal Isolation Joint	LF		x		=		
410095	Dowel Bar (Drill and Bond)	EA		x		=	$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		=	$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		=	$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
73153X	Minor Concrete (Textured Paving)	EA	7	x	35,000.00	=	$	245,000
XXXXXX	Maintenance Vehicle Pullouts	EA		x		=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	$	4,849,400

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
15020X	Abandon Culvert	EA/LF		x		=	$	-
15080X	Remove Culvert	EA/LF		x		=	$	-
150820	Modify Inlet	EA		x		=	$	-
152430	Adjust Inlet	LF		x		=	$	-
155003	Cap Inlet	EA		x		=	$	-
155232	Sand Backfill	CY		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
5105XX	Minor Concrete (Type XX)	CY		x		=	$	-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF		x		=	$	-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF		x		=	$	-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thi	LF		x		=	$	-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Class X)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Addition Drainage	LS		x		=	$	-
XXXXXX	Some Item	LS		x		=	$	-
XXXXXX	All Drainage	LS	1	x	1,000,000.00	=	$	1,000,000
							TOTAL DRAINAGE ITEMS	$ 1,000,000

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
070030	Lead Compliance Plan	LS	1	x	16,000.00	=	$	16,000
080050	Progress Schedule (Critical Path Method)	LS	1	x	8,000.00	=	$	8,000
090100	Time-Related Overhead (wday)	wday	300	x	2,400.00	=	$	720,000
141120	Treated Wood Waste	LB		x		=	$	-
150662	Remove Metal Beam Guard Railing	LF	300	x	14.00	=	$	4,200
150668	Remove Flared End Section	EA		x		=	$	-
153221	Remove Concrete Barrier	LF		x		=	$	-
15325X	Remove Sound Wall	LF/LS		x		=	$	-
203070	Rock Stain	SQFT		x		=	$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
513553	Retaining Wall (Assumed 14 foot)	LF	1,400	x	1,200.00	=	$	1,680,000
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		=	$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB		x		=	$	-
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
597601	Prepare and Stain Concrete	SQFT		x		=	$	-
598001	Anti-Graffiti Coating	SQFT		x		=	$	-
8000XX	Chain Link Fence (Type XX)	LF		x		=	$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		=	$	-
832006	Metal Beam Guard Railing	LF		x		=	$	-
832006	Midwest GuardRail System (Steel post)	LF	300	x	38.00	=	$	11,400
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839570A	Softstop Terminal System	EA	7	x	3,700.00	=	$	25,900
8395XX	Terminal System (Type CAT)	EA		x		=	$	-
839585	Alternative Flared Terminal System	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA		x		=	$	-
839XXX	Crash Cushion (Insert Type)	EA		x		=	$	-
83XXXX	Concrete Barrier (Insert Type)	LF	2,300	x	125.00	=	$	287,500
83954X	Transition Railing (Type X)	EA		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
839581	End Anchor Assembly (Type SFT)	EA	7	x	1,300.00	=	$	9,100
XXXXXX	Some Item	Unit		x		=	$	-
							TOTAL SPECIALTY ITEMS	$ 2,762,100

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
	Contractor Supplied Biologist	LS	1	x	362,400.00	=	$	362,400
	NRPP	LS	1	x	4,000.00	=	$	4,000
	Phase 2	LS	1	x	45,000.00	=	$	45,000
	Monitoring	LS	1	x	20,000.00	=	$	20,000
	Final PMP	LS	1	x	20,000.00	=	$	20,000
	NOI/NOT Stormwater fee	LS	1	x	1,830.00	=	$	1,830
	CDFW Document filing Fee	LS	1	x	2,280.75	=	$	2,281
130670	Temporary Reinforced Silt Fence	LF		x		=	$	-
141000	Temporary Fence (Type ESA)	LF		x		=	$	-

Subtotal Environmental Mitigation $ *455,511*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
150685	Remove Irrigation Facility	LS		x		=	$	-
20000X	Highway Planting and Irrigation	Acres	14	x	54,100.00	=	$	757,400
200122	Weed Germination	SQYD		x		=	$	-
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS		x		=	$	-
20XXXX	Irrigation System	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD		x		=	$	-
204099	Plant Establishment Work	LS		x		=	$	-
204101	Extend Plant Establishment Work	LS		x		=	$	-
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
208304	Water Meter	EA		x		=	$	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF		x		=	$	-
21011X	Imported Topsoil (X)	CY/TON		x		=	$	-

Subtotal Landscape and Irrigation $ *757,400*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
210010	Move In/Move Out (Erosion Control)	EA		x		=	$	-
2102XX	Rolled Erosion Control Product (X)	SQFT		x		=	$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
XXXXXX	Erosion Conrol (Hydroseding/Hydromulch)	ACRES	10	x	13,000.00	=	$	130,000
210350	Fiber Rolls	LF		x		=	$	-
210360	Compost Sock	LF		x		=	$	-
XXXXXX	Side Slopes/Embankment Slopes	Acres	10	x	2,500.00	=	$	25,000
210430	Hydroseed	SQFT		x		=	$	-
210600	Compost	SQFT		x		=	$	-
210630	Incorporate Materials	SQFT		x		=	$	-

Subtotal Erosion Control $ *155,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130100	Job Site Management	LS	1	x	70,000.00	=	$	70,000
130200	Prepare WPCP	LS		x		=	$	-
130300	Prepare SWPPP	LS	1	x	17,500.00	=	$	17,500
130310	Rain Event Action Plan (REAP)	EA		x		=	$	-
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-
130330	Storm Water Annual Report	EA	1	x	2,000.00	=	$	2,000
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
130640	Temporary Fiber Roll	LF		x		=	$	-
130710	Temporary Construction Entrance	EA		x		=	$	-
130730	Street Sweeping	LS	1	x	10,500.00	=	$	10,500
130900	Temporary Concrete Washout	LS	1	x	9,000.00	=	$	9,000

Subtotal NPDES $ *109,000*

TOTAL ENVIRONMENTAL $ **1,477,000**

Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x		=	$	-
066596	Additional Water Pollution Control**	LS	1	x	7,000.00	=	$	7,000
066597	Storm Water Sampling and Analysis***	LS	1	x	35,000.00	=	$	35,000
XXXXXX	Some Item	LS		x		=	$	-

Subtotal Supplemental Work for NDPS $ *42,000*

*Applies to all SWPPPs and those WPCPs with sediment control or soil stabilization BMPs.

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS

6A - Traffic Electrical

Item code		Unit	Quantity		Unit Price ($)			Cost
066871	Electrical Service Connection Cost	LS		x		=	$	-
xxxxxx	Remove Microwave Vehicle Detection System	EA	15	x	1,000.00	=	$	15,000
151581	Reconstruct Sign Structure	EA		x		=	$	-
152641	Modify Sign Structure	EA		x		=	$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		=	$	-
5602XX	Install Sign Structure (Type X)	LB		x		=	$	-
860090	Maintain Existing Traffic Management System Elem	LS		x		=	$	-
860201	Signal and Lighting	LS		x		=	$	-
860460	Lighting and Sign Illumination	LS		x		=	$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
86080X	Inductive Loop Detectors	EA/LS		x		=	$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		=	$	-
860990	Closed Circuit Television System	LS		x		=	$	-
861100	Ramp Metering System (Location X)	LS		x		=	$	-
860990	CCTV (Clovsed Circuit Televition)	LS		x		=	$	-
869041A	Fiber Optic Conduit System	LS		x		=	$	-
869002	Roadside Weather Information System	LS		x		=	$	-
xxxxxx	All Electrical	LS	1	x	1,610,000.00	=	$	1,610,000

Subtotal Traffic Electrical $ *1,625,000*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
120090	Construction Area Signs	LS	1	x	10,000.00	=	$	10,000
141101	Remove Yellow Painted Traffic Stripe (Hazardous Waste)	LF		x		=	$	-
150711	Remove Painted Traffic Stripe	LF		x		=	$	-
150712	Remove Painted Pavement Marking	SQFT		x		=	$	-
150742	Remove Roadside Sign	EA		x		=	$	-
152320	Reset Roadside Sign	EA		x		=	$	-
152390	Relocate Roadside Sign	EA		x		=	$	-
5602XX	Furnish Sign	SQFT		x		=	$	-
566011	Roadside Sign - One Post	LS	1	x	80,180.00	=	$	80,180
566012	Roadside Sign - Two Post	EA		x		=	$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
82010X	Delineator (Class X)	EA		x		=	$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night V	LF		x		=	$	-
846012	Thermoplastic Crosswalk and Pavement Marking (E	SQFT		x		=	$	-
84XXXX	Permanent Pavement Delineation	LS	1	x	140,000.00	=	$	140,000

Subtotal Traffic Signing and Striping $ *230,180*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
128650	Portable Changeable Message Signs	LS	1	x	$ 180,000	=	$	180,000

Subtotal Traffic Management Plan $ *180,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120100	Traffic Control System	LS	1	x	430,500.00	=	$	430,500
120120	Type III Barricade	EA		x		=	$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
12016X	Channelizer (Type X)	EA		x		=	$	-
120199	Traffic Plastic Drum	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
129110	Temporary Crash Cushion	EA		x		=	$	-
129000	Temporary Railing (Type K)	LF	9,800	x	15.00	=	$	147,000
82010X	Delineator (Class X)	EA		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

Subtotal Stage Construction and Traffic Handling $ *577,500*

TOTAL TRAFFIC ITEMS $ **2,612,700**

SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price ($)			Cost
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
128601	Temporary Signal System	LS		x		=	$	-
129000	Temporary Railing (Type K)	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
190101	Roadway Excavation	CY		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
26020X	Class 2 Aggregate Base	TON/CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON		x		=	$	-
80010X	Temporary Fence (Type X)	LF		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL DETOURS $ -

SUBTOTAL SECTIONS 1 through 7 $ 13,702,900

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items			0.0%	$	-
8B - Bike Path Items					
Bike Path Items			0.0%	$	-
8C - Other Minor Items					
Other Minor Items			5.0%	$	685,145

Total of Section 1-7 $ 13,702,900 x 5.0% = $ 685,145

TOTAL MINOR ITEMS $ **685,200**

SECTIONS 9: MOBILIZATION

Item code							
999990	Total Section 1-8	$	14,388,100	x	10%	= $	1,438,810

TOTAL MOBILIZATION $ **1,438,900**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)			Cost
066015	Federal Trainee Program	LS	1	x	8,000.00	=	$	8,000
066070	Maintain Traffic	LS	1	x	180,000.00	=	$	180,000
066094	Value Analysis	LS	1	x	10,000.00	=	$	10,000
066204	Remove Rock and Debris	LS		x		=	$	-
066222	Locate Existing Crossover	LS		x		=	$	-
066610	Partnering	LS	1	x	35,000.00	=	$	35,000
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x		=	$	-
066919	Dispute Resolution Board	LS		x		=	$	-
066921	Dispute Resolution Advisor	LS		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

*Cost of **NPDES** Supplemental Work specified in Section 5D* = $ 42,000

Total Section 1-8 $ 14,388,100 5% = $ 719,405

TOTAL SUPPLEMENTAL WORK $ **994,500**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066062	COZEEP Contract	LS	1	x	1,150,000.00	=	$1,150,000
066063	Traffic Management Plan - Public Information	LS	1	x	30,000.00	=	$30,000
066065	Tow Truck Service Patrol	LS		x		=	
066105	Resident Engineers Office	LS	1	x	415,800.00	=	$415,800
066838	Reflective Numbers and Edge Sealer	LS		x		=	
066840	Traffic Signal Controller Assembly	LS		x		=	
066841	Traffic Controller Assembly	LS		x		=	
066871	Electrical Service Connections	LS		x		=	
066876	Loop Detector Sensor Unit	LS		x		=	
066877A	Central Control Systems	LS		x		=	
066888	Electrical Material (2070 Controller Unit)	LS		x		=	
066901	Water Expenses	LS		x		=	
066916	Annual Construction General Permit Fee	LS		x		=	
8609XX	Traffic Monitoring Station (X)	LS		x		=	
XXXXXX	Some Item	Unit		x		=	
	Total Section 1-8		$ 14,388,100		4%	=	$ 575,524

TOTAL STATE FURNISHED	$2,171,400

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization $0 (used to calculate TRO)

Total Construction Cost (excluding TRO and Contingency) $23,834,900 (used to check if project is greater than $5 million excluding contingency)

Estiamted Time-Releated Overhead (TRO) Percentage (0% to 10%) = **10%**

Item code		Unit	Quantity		Unit Price ($)		Cost
070018	Time-Related Overhead	WD	0	X	$0	=	$0

TOTAL TIME-RELATED OVERHEAD	$0

Note: if the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

SECTION 13: ROADWAY CONTINGENCY

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Total Section 1-12	$	18,992,900	x	**10%**	=	$1,899,290

TOTAL CONTINGENCY	$1,899,300

II. STRUCTURE ITEMS

DATE OF ESTIMATE	11/17/17		11/17/17		11/17/17
Name	Sugar Pine OH (Widen)		Holly Driv OC (Ret Wall)		Corral Hollow Rd UC (Widen)
Bridge Number	29-0183L		29-0182		29-0132R
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	1 SQFT		1 SQFT		1 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$1,100,000		$300,000		$1,000,000
COST OF EACH	**$2,950,000**				**$1,085,000**

DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$100		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$4,035,000**
TOTAL COST OF BUILDINGS		**$0**
Structures Mobilization Percentage	10%	**$403,500**

Recommended Contingency: (Pre-PSR 30%-50%, PSR 25%, Draft PR 20%, PR 15%, after PR approval 10%, Final PS&E 5%)

Structures Contingency Percentage	10%	**$403,500**
TOTAL COST OF STRUCTURES		**$4,842,000**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ---- Division of Structures — Date

EA: 10-1C330 PID: 1014000146

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way data sheet.

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	$	3,514,823
	A2)	SB-1210	$	0
B)		Acquisition of Offsite Mitigation	$	2,851
C)	C1)	Utility Relocation (State Share)	$	361,250
	C2)	Potholing (Design Phase)	$	
D)		Railroad Acquisition	$	0
E)		Expert Witness	$	131,250
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	$	0
G)		Title and Escrow	$	53,742
H)		Environmental Review	$	0
I)		Condemnation Settlements 0%	$	0
J)		Design Appreciation Factor 0%	$	0
K)		Utility Relocation (Construction Cost)	$	0

L)	**TOTAL RIGHT OF WAY ESTIMATE**	**$4,063,916**
M)	**TOTAL R/W ESTIMATE: Escalated**	**$4,764,490**
N)	**RIGHT OF WAY SUPPORT**	**$0**

Support Cost Estimate Prepared By	Stan Jacobs	Project Coordinator[1]	Phone
Utility Estimate Prepared By	Gina Pippenger	Utiliy Coordinator[2]	Phone
R/W Acquistion Estimate Prepared By	James Summerton	Right of Way Estimator[3]	Phone

Note: Items G & H applied to items A + B

[1] When estimate has Support Costs only [2] When estimate has Utility Relocation [3] When R/W Acquisition is required

ATTACHMENT E

Storm Water Data Report

(Pending)

STATE OF CALIFORNIA

D-10 TRAFFIC MANAGEMENT: DELIVERY- MEMO

To: Baljit Kandola	From: Jasmine Noriega D-10 Traffic Management	Date: 03/6/2018
Cc: FILE, D-10 PIO	Phone: 209-948-7076	

MESSAGE

Re: Project ID# 10 1400 0146 (1C330)

Please include a copy of the TMP Checklist in the RE Book with all supporting Documentation.

We request the following:

a. *Contractor shall work with RE/Inspector to request the necessary lane closures needed. Requests shall be made the week prior to the actual work. Inspector shall submit closure through the Lane Closure System (LCS) for our approval by Wednesday afternoon of the week prior.*

b. *All lane closures shall be called in by either the Contractor to the Traffic Management Center (TMC) when the closure begins (10-97), ends (10-98), or is canceled (10-22). The TMC can be reached 24-7 at (209) 948-7556 or 7551.*

c. *Use proper Traffic Control devices throughout the duration of the project as per Caltrans Standard Specifications.*

Please call if you have any questions regarding the attached information.

ATTACHMENT F

D-10 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District - Project No: 1014000146 **EA:** 1C330 **Co.-Rte.-P.M.** SJ-205-R4.5/R9.0
Date Prepared: March 6, 2018 **Location:** On SR205 in the City of Tracy (East of Byron Rd to West of Paradise Rd.)
Prepared By: J.Noriega
Requested By: Baljit Kandola

Stage of Project (X box) ☐ PID ☐ PSR ☒ PR ☐ PS&E XX% **Description:** Installing 7 Ramp Meters, 7CCTV's, MVP's and CHP pullouts.

Date Signed | Date Signed | Date Signed | Date Signed

	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
1.0 Public Information Strategies							
1.1 Brochures and Mailers			X				
1.2 Media Releases (& minority media sources)	X						
1.3 Paid Advertising			X				
1.4 Public Information Center		X			See comments below.		
1.5 Public Meetings/Speakers Bureau		X			Designer to add to budget if public meeting is added.		
1.6 Project Telephone Hotline			X				
1.7 Internet, E-Mail			X				
1.8 Local cable TV and News			X				
1.9 Notification to Impacted groups (i.e. bicycle users, pedestrians with disabilities, others)	X				Designer to verify impacted groups.		
1.10 Project Web Page			X				
1.11 Caltrans Public Information Office	X				Items 1.1 to 1.11 to be handled by CT PIO.	$30K	
1.12 Consultant Public Information Office			X				
1.13 Other items			X				
2.0 Traveler Information Strategies							
2.1 Changeable Message Signs (permanent)			X				
2.2 Changeable Message Signs (portable)	X				See comments below	$180K	X
2.3 Special Construction Signs			X				
2.4 Traveler Information Systems (CHIN/Internet)		X			As required.		
2.5 Highway Advisory Radio "HAR" (fixed or mobile)			X				
2.6 Radar Speed Sign			X				
2.7 Traffic Management Team			X				
2.8 Revised Transit Schedules/ Maps			X				
2.9 Bicycle community information	X				Same as Item 1.9.		
2.10 Other items			X				
3.0 Incident Management							
3.1 COZEEP	X				See comments below	$1,150K	
3.2 Freeway Service Patrol (tow truck service patrol)			X				
3.3 Transportation Management Center	X						
3.4 Traffic Control Inspector (Caltrans)		X					
3.5 Traffic Management Team		X			As needed.		
3.6 On-site Traffic Advisor (contractor)		X					
3.7 Other Items			X				
4.0 Construction Strategies							
4.1 Delay damage clause	X				Determine during PS&E	TBD	
4.2 Night work	X				Per Lane Closure Charts		X
4.3 Weekend Work			X				
4.4 Extended Weekend Closures			X				
4.5 Planned Lane Closures	X				Per Lane Closure Charts.		X
4.6 Planned Ramp Closures/Connector Closure	X				Per Lane Closure Charts.		X
4.7 Total Facility Closure			X				
4.8 Project Phasing	X				As per stage construction if any.		X
4.9 Truck Traffic Restrictions			X				
4.10 Reduced Lane Widths	X				Per drawings/data sheet if any.		X
4.11 Temporary K-Rail		X			Project Engineer to determine		
4.12 Temporary Traffic Screens		X					
4.13 Regulatory Temporary Traffic Control Speed Zone			X		No request submitted		
4.14 Traffic Control Improvements	X				As necessary.		

4.0 Construction Strategies (Continued)	REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	ITEM COST	REQUIRED IN SPEC.
4.15 Contingency Plans	X				Construction to determine items 4.15.1 thru. 4.15.9		X
4.15.1 Material Plant on standby			X				
4.15.2 Extra Critical Equipment on site			X				
4.15.3 Material Testing Plan			X				
4.15.4 Alternate Material on site			X				
(In case of failure or major delays)			X				
4.15.5 Emergency Detour Plan			X				
4.15.6 Emergency Notification Plan			X				
4.15.7 Weather Conditions Plan			X				
4.15.8 Delay Timing and Documentation Plan			X				
4.15.9 Late Closure Reopening Notification			X				
4.16 Signal timing modification		X					
4.17 Coordination with adjacent construction	X				RE to confirm prior to scheduling of closures.		X
4.18 Double Fine Zone (signs)			X				
4.19 Right of Way Delay		X					
4.20 ADA access to Pedestrian Facilities	X				See comments below.		X
4.21 Provide Pedestrians Access	X				Complete Street Guidelines		
4.22 Provide Bicyclists Access	X				Complete Street Guidelines		
4.23 Structure Strategies for Traffic Handling Constraints			X				
4.24 Other Items	X				See comments below.		X
5.0 Demand Management							
5.1 HOV Lanes/Ramps			X				
5.2 Ramp metering			X				
5.3 Park-and-Ride Lots			X				
5.4 Parking Management/Pricing			X				
5.5 Rideshare Incentives			X				
5.6 Rideshare Marketing			X				
5.7 Transit, Train, or Light-Rail Incentives			X				
5.8 Transit Service Modification			X				
5.9 Variable Work Hours			X				
5.10 Telecommute			X				
6.0 Alternate Route Strategies							
6.1 Ramp Closures			X				
6.2 Street Improvements			X				
6.3 Reversible Lanes			X				
6.4 Temporary Lanes or Shoulders Use			X				
6.5 Freeway to freeway connector closures			X				
6.6 Other Items			X				
7.0 Other Strategies							
7.1 Application of new technology	X						
7.2 District Lane Closure Review Committee (LCRC)			X		No request submitted		
7.3 Construct ITS Elements			X				
7.3.1 Changeable Message Sign (CMS)			X				
7.3.2 Closed-Circuit Television (CCTV)			X				
7.3.3 Extinguishable Message Sign (EMS)			X				
7.3.4 Highway Advisory Radio (HAR) & Signs			X				
7.3.5 Ramp Metering			X				
7.3.6 Traffic Monitoring Station (TMS)			X				
7.3.7 Weather Station (RWIS)			X				
7.4 Anti-Theft Prevention Strategies	X				See Guidelines of Effective & Practical Wire Theft Prevention Strategies		
7.5 Other Items			X				

Comments:

1.4 Plan, progress/completion information should be available at Local Public Works, Chamber of Commerce Offices, and CT Maintenance Offices.

1.9 Impacted groups need to be notified and informed about upcoming construction. During construction, access across job site will be needed.

1.11 PIO estimated at $2k/mo. Or per stage construction or per major milestone.

2.2 PCMS Estimate: 4CMS x $3k/CMS-mo x 15mo = $180,000

3.1 COZEEP Estimate: 2CHP/unit(2unit)($115/hr)(10hr/day)(250day) = $ 1,150,000

4.20 Ensure that temporary routes, which are provided around and through construction along pedestrian facilities under Caltrans jurisdiction, are accessible to persons with disabilities when provided.

4.24 RE/Inspector shall maintain access to all business & residences at all times.

Approved by:

For WILMAR KUHL, P.E. - TMP MANAGER

3/6/2018
DATE

Replace *Reserved* in section 12-4.02C(3)(g) with:

Freeway lane closures must comply with the requirements shown in the following chart:

Chart No. G1
Freeway Lane Requirements

County: San Joaquin	Route/Direction: 205/WB	Post Mile: R4.5/R9.0

Closure limits: McArthur Drive to Grant Line Road

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	1	1	2	N	N	N	N	N	N	S	S	S	S	S	S	S	S	S	S	S	2	2	2	1	
Fri	1	1	2	N	N	N	N	N	N	S	S	S	S	S											
Sat																									
Sun																								2	2

Legend:

1	Provide at least 1 through Freeway lane open in the direction of travel.
2	Provide at least 2 adjacent through Freeway lanes open in the direction of travel.
S	Shoulder closure is allowed (right / left).
N	No work is allowed.
	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. Closures of local roads will require City/County concurrence.

Note to Design:

Above window must be re-evaluated or updated if actual construction takes place later than 2020.

Replace *Reserved* in section 12-4.02C(3)(g) with:

Freeway lane closures must comply with the requirements shown in the following chart:

Chart No. G2
Freeway Lane Requirements

County: San Joaquin	Route/Direction: 205/EB	Post Mile: R4.5/R9.0

Closure limits: Grant Line Road to McArthur Drive

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	1	1	1	1	1	1	2	2	S	S	S	S	S	S	N	N	N	N	N	N	S	S	2	2	
Fri	1	1	1	1	1	1	2	2	S	S	S	S	S	S											
Sat																									
Sun																								2	2

Legend:

1	Provide at least 1 through Freeway lane open in the direction of travel.
2	Provide at least 2 adjacent through Freeway lanes open in the direction of travel.
S	Shoulder closure is allowed (right / left).
N	No work is allowed.
	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. Closures of local roads will require City/County concurrence.

Note to Design:

Above window must be re-evaluated or updated if actual construction takes place later than 2020.

Replace *Reserved* in section 12-4.02C(3)(j) with:

Comply with the requirements for the **Complete Ramp Closure Hours/Ramp Lane Requirements** shown in the following chart:

Chart No. J1
Complete Ramp Closure Hours/Ramp Lane Requirements

County: San Joaquin	Route/Direction: 205/EB	Post Mile: R4.5/R9.5

Closure limits: Grant Line Road to McArthur Drive

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	C	C	S	S	S	S	S	S	S	S	N	N	N	N	N	N	N	N	C	C	
Fri	C	C	C	C	C	C	S	S	S	S	S	S	S	S											
Sat																									
Sun																								C	C

Legend:

C	Ramp may be closed completely.
S	Shoulder closure is allowed (right/left).
N	No work is allowed.
	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. Detoured required for McArthur Drive (Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

Note to Design:

1. Above window must be re-evaluated or updated if actual construction takes place later than 2020.

2. Detour Plan required and possibly LCRC needed for McArthur Drive.

Replace *Reserved* in section 12-4.02C(3)(j) with:

Comply with the requirements for the **Complete Ramp Closure Hours/Ramp Lane Requirements** shown in the following chart:

Chart No. J2
Complete Ramp Closure Hours/Ramp Lane Requirements

County: San Joaquin	Route/Direction: 205/WB	Post Mile: R4.5/R9.5

Closure limits: McArthur Drive to Grant Line Road

Hour	00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Mon–Thu	C	C	C	C	N	N	N	N	N	N	N	S	S	S	S	S	S	S	S	S	C	C	C	C	
Fri	C	C	C	C	N	N	N	N	N	N	N	S	S	S											
Sat																									
Sun																								C	C

Legend:

C	Ramp may be closed completely.
S	Shoulder closure is allowed (right/left).
N	No work is allowed.
	Work is allowed within the highway where a shoulder or lane closure is not required.

REMARKS:

1. See Lane Closure Restrictions for Designated Holidays and Special Days table for additional closure restrictions.
2. 7-day advance notice required.
3. No two consecutive or opposing ramps may be closed at the same time.
4. Detoured required for Grant Line Road (Detour Plan or Motorist Information Plan)
5. Closures of local roads will require City/County concurrence.

Note to Design:

1. Above window must be re-evaluated or updated if actual construction takes place later than 2020.

2. Detour Plan required and possibly LCRC needed for Grant Line Road.

Replace *Reserved* in section 12-4.02C(3)(f) with:

Closure restrictions for designated holidays and special days are shown in the following table:

Lane Closure Restrictions For Designated Holidays And Special Days										
Thu	Fri	Sat	Sun	Mon	Tues	Wed	Thu	Fri	Sat	Sun
x	**H** xx	xx	xx							
	SD xx	xx	xx							
x	xx	**H** xx	xx							
		SD xx	xxx							
	x	xx	**H** xx	xx						
			SD xx	xxx						
	x	xx	xx	**H** xx	xx					
	x	xx	xx	**SD** xx	xxx					
				x	**H** xx	xx				
				x	**SD** xx	xxx				
					x	**H** xx	xx			
						SD xx	xxx			
						x	**H** xx	xx	xx	xx
							SD xx			

Legend:	
	Refer to lane requirement charts.
x	The full width of the traveled way must be open for use by traffic after 6am.
xx	No work allowed within State Right-of-Way.
xxx	The full width of the traveled way must be open for use by traffic until 9am.
H	Designated holiday
SD	Special day

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY

Memorandum

To: GURWINDER SEKHON

Attn BALJIT KANDOLA

DAVID SANGHA

From: Department of Transportation
Division of Right of Way Central Region

Date: 3/29/2018

File: CD 10 EA 1C330 Alt 1-REV1
Co SJ RTE 205

DESCRIPTION:
INSTALL ITS - PHASE 2

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 1/11/2018

The following assumptions and limiting conditions were identified:

Parcel

General assumption: This estimate is based on the assumption that the information given on the R/W Data Sheet Request Form (reeived 1/26/2018) and supplemental information obtained from Design is accurate; changes in the Project requirements may change this R/W Estimate. Last design change was received 2/7/2018. Potential hazardous waste site is Evident; Study not completed. Per MCCE (dated 12/18/2017): CDFW Document Filing Fee: $2,280.75. One excess land parcel of 267 square feet. LEAD TIME: 24 MONTHS

Utility

On the Southeast corner of MacArthur and I-205 lies an irrigation canal that is owned by the City of Tracy. Design has requested that a maintenance agreement or necessary rights be created with the City of Tracy to allow runoff from the State's Right of way to drain under the irrigation canal to a basin area located on the southside of the canal. Per conversation with traffic, cameras will be installed within State right of way and there is no Utility conflict with camera installation. Any adjustment of facilities constitutes involvement and the full Right of Way process timeline would be necessary before the project could be certified. Since no permit search was performed by design, it is assumed that there are no existing encroachment permits at these locations. Therefore, there are no utilities obstructing the locations that are planned for the instalation of these cameras.

Right of Way Lead Time will require a minimum of 24 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by: Toni Welch

TONI WELCH
Senior Right of Way Agent
(209)948-3858

Attachment G

EA: 10-1C330 CO/RTE/PM-PM (Rte 1 and Rte 2) : SJ/205/4.5-9 & //-
ALT: 1-REV1

Request Date: 1/11/2018
Revised Date:

Right Of Way Cost Estimate

	Current Year 2018	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2021
Acquisition:	$3,514,823	25%	5%	$4,066,846
Mitigation:	$2,851	25%	5%	$3,301
State Share of Utilities:	$361,250	25%	5%	$418,192
Expert Witness:	$131,250	25%	5%	$151,938
Relocation Assistance:	$0	25%	5%	$0
Demolition and Clearance:	$0	25%	5%	$0
Title and Escrow:	$53,742	25%	5%	$62,213
Ad Signs:	$0	25%	5%	$0
Total Current Value: If RW Cost Est fields are blank, Costs = $0	$4,063,916			$4,764,490

NOTE: above estimate includes railroad engineering in the amount of: $50,000.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 24

Cost Break Down

Pot Hole	3,000
Mitigation	
Land	0
Bank	0
Permit Fees	2,281

Parcel Area

Total R/W Required:	579901
Total Excess Area:	267

Parcel Data

# of Parcel Type X:	0	
# of Parcel Type A: less than $10,000 non-complex	6	
# of Parcel Type B: more than $10,000 non-complex	11	
# of Parcel Type C: complex, special valuation	0	
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed: 0
Totals:	17	Totals: 0

# of Excess Parcels: 1

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	3

Utilities

1 Companies to be potholed
3 Companies for Verification
2 Companies for Utility Relocations
JUA/CCUAs are not needed

RR Involvement

Railroad Facilities or Right of Way Affected?	Yes
Const/Maint Agreement:	No
Service Contract Count:	2
Right of Entry:	Yes
Clauses:	Yes
Estimated Lead-time	24 months

General Description of Railroad Involvement:
The project crosses the railroad tracks at 2 separate locations. 2 ROE's will be needed and 2 flagging agreements.

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

Right of way required: 5 full acquisitions; 12 partial acquisitions; 1 excess land parcel. Full acquisitions are vacant residential and commercial land. Partial acquisitions are a mix of residential, commerical, and industrial zoned properties.

General Description of Utility Involvement:

There is a joint utility pole on the Northeast side of where Holly Drive crosses over I-205. This pole is in conflict with the project and it, along with an adjoining pole, will need to be relocated. Lastly, there is a larger Transfer utility pole located North of 205 and West of MacArthur Drive that is in conflict with the project and will need to be relocated.

Is there a significant effect on assessed valuation:	No						
Were any previously unidentified sites with hazardous waste or material found:	No						
Are RAP displacements required:	No						
# of single family:	0	# of muliti-family:	0	# of business/nonprofit:	0	# of farms:	0
Sufficient replacement housing will be available without last resort housing:	N/A						
Are material borrow or disposal sites required:	Yes						
Are there potential relinquishments or abandonments:	No						
Are there any existing or potential airspace sites:	No						
Are environmental mitigation parcels required:	Yes						

Data for evaluation provided by:

Estimator:	Stan Jacobs	2/14/2018
Railroad Liaison Agent:	Gina Pippenger	3/29/2018
Utility Relocation Coordinator:	Johnny Burmeister	2/21/2018

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

Date

ENTERED PMCS 3/29/2018

BY: JAMES SUMMERTON

JAMES GONZALEZ
Office Chief, Central Region Right of Way

Revised: 12/18/2017

Environmental Division
Mitigation and Compliance Cost Estimate (MCCE)

This MCCE is for: **DED** Oversight Project:

Dist - Co - Rte - PM: 10-SJ-205-0/13.4
EA (Proj ID): 10-1C330_ (1014000146)
Project Name: SR205 SMART CORRIDOR - PHASE 2
Alternative #:
Project Manager: SEKHON, GURWINDER S
Phone Number: 209-948-7854
MCCE Prepared By: Phong Duong Date: 12/18/2017
Phone Number:

	232/332 Dollars	FY	Acres/ Credits	ROW $ Planned	FY	ROW $ Actual	Paid	Construction 042$(BEEs)	FY
Biological									
Contractor Supplied Biologist							☐	$350,000	21/22
Hazardous Waste									
Phase 2	$25,000	17/18					☐		
Paleontological									
Monitoring							☐	$20,000	21/22
Final PMP	$20,000	20/21					☐		21/22
Permit Fees									
CDFW Document Filing Fee				$2,280.75	17/18		☐		
TOTAL	**$45,000**			**$2,280.75**				**$370,000**	

Comments (explanation and risk management plan attached)

Biological Contractor Supplied Biologist Cost- This is an estimate during PA&ED phase; the cost will be reevaluate after the U.S.Fish and Wildlife Service consultation process is complete in order to determine how much survey/monitor effort that U.S.FWS mandated for California Tiger Salamander and San Joaquin kit fox.

Approved By: _____ Date: 12/27/17
Environmental Branch Chief

If Right of Way Capital (050) is needed: _____ Date: 1/2/18
Right-of-Way Office Chief, Mitigation

If cultural and biology mitigation totals more than $500,000: _____ Date: _____
Environmental Office Chief

Submitted to PM on:_____ **Initial**___

District 10

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM

PPM-0001 (REV 07/2013)

The risk register is to be approved and signed-off by the District Deputies* listed below for all scalability levels. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

Project Information: ☒ Capital Project ☐ Major Maintenance Project (Check One) Total Estimated Cost: $ _____

Project ID/District-EA: 1014000146/10-1C330

Project Description: SR 205 Smart Corridor Phase 2

Project Manager (PM): Gurwinder Sekhon

Project Risk Manager (For Risk Level 3 Projects): _____

☐ No Risk Register Certification Required - - Check box if project is less than $1 million in total cost and risk register not prepared. Sign below and submit this form with PID, PA&ED, PS&E submittal, and RE Handoff File (as applicable).

Project Manager Signature _____ Date: _____

PA&ED (Required for Capital Projects Only)

GURWINDER SEKHON
Project Manager — Gurwinder Sekhon Date: 8/29/18

NABEELAH ABI-RACHED
Chief, Central Region Environmental — Date: 8/29/18

BRIAN EVERSON
Chief, Central Region Project Development — Date: 8/30/18

GRACE MAGSAYO, Acting
Deputy District Director, Program/Project Management — for Date: 9/6/18

Prior to PS&E (Required for Capital Projects and Major Maintenance Projects)

GURWINDER SEKHON
Project Manager — N/A Date: _____

BRIAN EVERSON
*Chief, Central Region Project Development — N/A Date: _____

MARK DER MATOIAN
Chief, Central Region Construction — N/A Date: _____

JAMIE LUPO
Chief, Central Region Right of Way — N/A Date: _____

NABEELAH ABI-RACHED
**Chief, Central Region Environmental — N/A Date: _____

GRACE MAGSAYO, Acting
Deputy District Director, Program/Project Management — N/A Date: _____

*or Deputy District Director, Maintenance & Operations signature for HM Projects designed by the District Maintenance Division

**or Deputy District Director, Transportation Planning signature for HM Projects environmentally cleared by the District Environmental Stewardship Branch

LEVEL 2 - RISK REGISTER		Project Name:	SR 205 Smart Corridor - Phase 2		DIST- EA	10-1C330	Project Manager	Gurwinder Sekhon							
Risk Identification						Risk Assessment						Risk Response			
Status	ID #	Type	Category	Title	Risk Statement	Current status/assumptions	Probability	Cost Impact	Cost Score	Time Impact	Time Score	Rationale	Strategy	Response Actions	Risk Owner	Updated
Retired	1	Threat	Environmental	Paleo Discovery and hazwaste resource	Previously unidentified archeological or hazardous waste resources are discovered that require additional study which would impact the delivery schedule and Support costs.	Currently being reviewed in PAED	3-Moderate	4 -Moderate	12	4 -Moderate	12	Trigger is need to dig below three feet and subsequent discovery.	Mitigate	Work closely with PM/DM the need of resource and change in the schedule.	Environmenta/PM/DM	5/10/2018
Active	2	Threat	PM	Cost Increase	As a result of an increase in scope of the project, the cost of the project may increase, which may require the project to be shelved until funding becomes available.	Addition of Aux lanes and ITS elements may increase the cost of the project from the original estimate and programmed amount.	3-Moderate	4 -Moderate	12	4 -Moderate	12	Additional right-of-way and environmental studies require additional funding.	Accept	G-12 contingency funding may be applied for and/or a PCR can be initiated to address cost increase.	Design/PM	3/10/2017
Retired	3	Threat	ROW	Right-of-Way Acquisition	As a result of the increase in scope, Permits to enter and right-of-way acquisition may be needed, affecting the cost and schedule of the project.	Addition of Aux lanes and ITS elements will require PTEs and R/W acquisition, and the possibility of 24 months additional time.	3-Moderate	4 -Moderate	12	4 -Moderate	12	Additional right-of-way and environmental studies require additional time.	Accept	The PDT may agree to update the schedule. A PCR may need to be initiated to change the schedule.	ROW/PM	3/10/2017
Active	4	Threat	Environmental	Mosquito Abatement	As a result of addition of an Aux lane, with subsequent removal of current roadside basins/capacity decrease, ponding and mosquito infestation may occur in remaining basins.	Addition of Aux lanes may cause a net increase in ponding in existing roadside basins.	2-Low	1 -Very Low	2	1 -Very Low	2	Mosquito infestion on state right-of-way requiring mosquito abatement measures.	Mitigate	Caltrans may eventually need to pay for mosquito abatement in the future.	Design/ Stormwater	3/10/2017
Retired	5	Threat	Environmental	Listed Impacted Species	Any locations(s) requring higher level studies or consultation with regulatory agencies will cause a substantial delay in schedule and cost.	Will review in Environmental phase.	3-Moderate	2 -Low	6	8 -High	24	Additional right-of-way and environmental studies require additional time.	Avoid	Drop locations or modify work at problematic locations to keep environmental document the CE/ND.	Environmental	3/13/2017
Active	6	Threat	Environmental	Additional Locations	Any late addition and modification of a scope of work or parcels may impact the environmental schedule/studies	Currently being reviewed in PAED, PSE.	2-Low	4 -Moderate	8	4 -Moderate	8	Additional right-of-way and environmental studies require additional time.	Mitigate	Work with other project sponsors to resolve conflicts.	Environmental/Design	5/14/2018
Active	7	Threat	Environmental	Nesting birds	Nesting birds, protected from harassment under the Migratory Bird Treaty Act, may delay construction during the nesting season.	Currently being reviewed	3-Moderate	4 -Moderate	12	4 -Moderate	12	Based upon input of PDT.	Mitigate	Migratory birds SSP's will be included in the contract.	Environmental/Design	3/14/2017
Retired	8	Threat	Environmental	PTEs	If PTEs are not returned to Environmental by "drop dead" date, schedule of the project may be affected.	Updated PTE list to be developed based on updated scope.	4-High	2 -Low	8	8 -High	24	Based on amount and various types of PTEs needed.	Accept	The PDT may agree to update the schedule.	Environmental/ROW	4/4/2017
Active	9	Threat	ROW	Utility Relocation	As a result of the the need for utility relocations throughout the whole project, additional time may be needed, affecting the schedule of the project.	Utility relocation plans to be developed.	3-Moderate	2 -Low	6	4 -Moderate	12	Unknown or extensive utility relocation may require additional time.	Accept	The PDT may agree to update the schedule.	ROW/Design	4/4/2017
Active	10	Threat	ROW	Rail Road Coordination	As a result of the need to coordinate with the Rail Road, additional time may be needed, affecting the schedule of the project.	Rail Road coordination to begin as soon as possible.	3-Moderate	2 -Low	6	4 -Moderate	12	Typical time period of coordination with Rail Road may exceed 24 months.	Accept	The PDT may agree to update the schedule.	ROW/PM	4/4/2017
Active	11	Threat	ROW	Local Agency Coordination	As a result of the need to coordinate final plans with Local Agencies, additional time or considerations may be needed, affecting the cost, scope, and schedule of the project.	Local Agencies to be consulted during PS&E.	2-Low	2 -Low	4	2 -Low	4	Local Agencies may wish to review conformity of project with regional plans.	Accept	Local Agencies to be contacted upon finalization of plans.	PM/Design	4/4/2017
Active	12	Threat	ROW	Contaminated Parcel	As a result of delayed haz waste testing of R/W parcel due declined Permit to enter, Right of way acquistion would be delayed and mitigation cost would increase.	Permit to enter for parcel 212-240-08 was declined. Currently testing will be conducted on the surrounding parcels, and testing of this particular parcel will be deffered to PA&E phase.	2-Low	4 -Moderate	8	8 -High	24	No haz waste materials found in surrounding parcels but RR passes through this parcel.	Accept	Perform Haz testing ealy in PS&E phase. Work closely with DM/ROW to modify project footprints as necessary to mitigate the impacts.	Env/ROW/PDT	3/13/2018
Active	13	Threat	Construction	Schedule Conflict with other projects	As a result of construction delayed due construction schedule conflict with other projects, project support & capital cost may increase.	There is no schedule conflict with other projects.	2-Low	2 -Low	4	4 -Moderate	8	Other projects are in pipeline within vicinity of this project.	Accept	Coordinate with other project in PS&E phase.	PDT	4/2/2018
Active	14	Threat	Environmental	PTEs	The need to get PTE (invasive permit) to conduct additional testing,survey unidentified archeological, biology or hazardous waste resources.	Updated PTE list to be developed based on updated scope.	3-Moderate	2 -Low	6	8 -High	6	Property owners can deny PTEs.	Accept	The PDT may agree to update the schedule. Work closely with Design/ROW to modify project footprint.	Environmental/ROW/DM	6/1/2018
Active	15	Threat	Environmental	TCEs	Any late addition of TCE may require additional time , permits, and revised technical studies which willdelay the project.	Currently being reviewed in PA&ED, PSE.	3-Moderate	4 -Moderate	6	8 -High	8	Additional technical studies require additional time and consultation.	Avoid	Work closely with DM/PM to avoid or reduce the late discovery of TCEs.	Environmental/ROW/DM	8/7/2018
Active	16	Threat	Design	Non_Standard Features	Identified non-standard features not approved which may require design modification, which may require additional R/W which will cause an increase in support and capital costs, and delay to the project.	Due to unavailability of Survey data, design elements were not evaluated. Design Standard Decision (DSD) Document will be filed during PS&E.	3-Moderate	8 -High	8	9 -High	8	Mandotary & advisory design feaures are identified.	Accept	After Surveys have been evaluated, the DSD document will be processed at ealy stage of PS&E.	PJD	8/28/2018

ATTACHMENT H

Updated 4/4/17

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

10-SJ-205-R4.5/R9.0		10-1C330/1014000146	
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

The California Department of Transportation (Caltrans) will install seven ramp-metering systems (RMS) and seven closed-circuit television (CCTV) cameras on Interstate 205 from post miles R4.5 to R9.0 in the City of Tracy in San Joaquin County. In addition, high-occupancy vehicle (HOV) preferential lanes will be constructed at all seven ramp locations, along with California Highway Patrol (CHP) and maintenance vehicle pullout (MVP) pads. The project involves roadway widening, excavation, drainage work (installing retention basins side ditches, and culverts), structures work (widening structures and abutments, installing retaining walls), replacing the existing soundwall east of Holly Drive along the merging lane, erosion control, and possible utility relocation. Additional right-of-way will be required for drainage, ramp widening, and mainline merging.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

☐ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☒ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ **Categorically Exempt. Class** . (PRC 21084; 14 CCR 15300 et seq.)

☐ **Categorically Exempt. General Rule exemption.** [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)

Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager	
Signature	Date	Signature	Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c) (27)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Jennifer Lugo		Gurwinder Sekhon	
Print Name: Senior Environmental Planner		Print Name: Project Manager/DLA Engineer	
Signature	Date 8/13/18	Signature Gurwinder Sekhon	Date 8/13/18

ATTACHMENT I

Tracy Interstate 205 Smart Corridor Project

Interstate 205 in the City of Tracy in San Joaquin County
from the Grant Line Road On-Ramp to the Tracy Boulevard On-Ramp
10-SJ-205-R4.5/R9.0
EA 10-1C330
Project ID# 1014000146
SCH # 2018062052

Initial Study with Mitigated Negative Declaration

Prepared by the
State of California Department of Transportation

August 2018

Caltrans

ATTACHMENT I

General Information About This Document

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration (FHWA), has prepared this Initial Study with Mitigated Negative Declaration]/Environmental Assessment for the proposed project located in San Luis Obispo County, California. Caltrans is the lead agency under the National Environmental Policy Act (NEPA) and under the California Environmental Quality Act (CEQA). The document tells you why the project is being proposed, what alternatives have been considered for the project, how the existing environment could be affected by the project, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The Initial Study circulated to the public for 30 of days between June 22, 2018 and July 21, 2018. Comments received during this period are included in Appendix F. Elsewhere throughout this document, a vertical line in the margin indicates a change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated. Additional copies of this document are available at the Caltrans District Office at 1976 Dr. Martin Luther King Jr. Boulevard, Stockton, CA 95205 and the Tracy Branch Public Library, 20 E. Eaton Avenue, Tracy CA 95376. The document can also be accessed electronically at the following website: http://www.dot.ca.gov/d10/projects.html

A Categorical Exclusion has been prepared for National Environmental Policy Act compliance.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please write to or call Caltrans, Attn: Jennifer Lugo, Senior Environmental Planner, Central Region Environmental Division, 855 M Street, Suite 200, Fresno CA 93721; 559-445-6172 (Voice), or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

SCH# 2018062052
SJ-205-R4.5/R9.0
Project ID# 1014000146

Construct Intelligent Transportation System elements and high-occupancy vehicle preferential lanes at all seven ramps located along Interstate 205 from post miles R4.5 to R9.0 within the City of Tracy in San Joaquin County

INITIAL STUDY
with Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

8/13/18
Date of Approval

Jennifer Lugo
Senior Environmental Planner
California Department of Transportation
CEQA Lead Agency

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Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) will install seven ramp-metering systems (RMS) and seven closed-circuit television (CCTV) cameras on Interstate 205 from post miles R4.5 to R9.0 in the City of Tracy in San Joaquin County (see Figures 1 and 2). In addition, high-occupancy vehicle (HOV) preferential lanes will be constructed at all seven ramp locations, along with California Highway Patrol (CHP) and maintenance vehicle pullout (MVP) pads.

Determination

Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons:

The project would have no effect on: aesthetics, agriculture and forest resources, cultural resources, geology and soils, greenhouse gas emissions, hydrology and water quality, air quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, tribal cultural resources, utilities and service system, and mandatory findings of significance.

In addition, the project would have no significant effect on: hazards and hazardous materials.

In addition, the project would have less than significant impact on paleontological resources and biological resources because the following mitigation measures would reduce potential effects to insignificance:

- Impacts to paleontological resources would be mitigated by implementation of a paleontological mitigation plan, which includes full-time monitoring of all earthmoving activities and proper handling of any finds in accordance with generally accepted paleontological practices.
- Avoidance and minimization measures will be in place to minimize the impacts for San Joaquin Kit Fox and the Central California tiger salamander. These measures include preconstruction surveys, the use of Environmental Sensitive Area (ESA) fencing, and enforcing standard construction best management practices (BMPs) throughout the course of construction.

Jennifer Lugo
Senior Environmental Planner
California Department of Transportation

8/13/18
Date

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Project Description and Background

Project Title

Tracy Interstate 205 Smart Corridor Project

Project Location

On Interstate 205 from the Grant Line Road On-Ramp to the Tracy Boulevard On-Ramp.

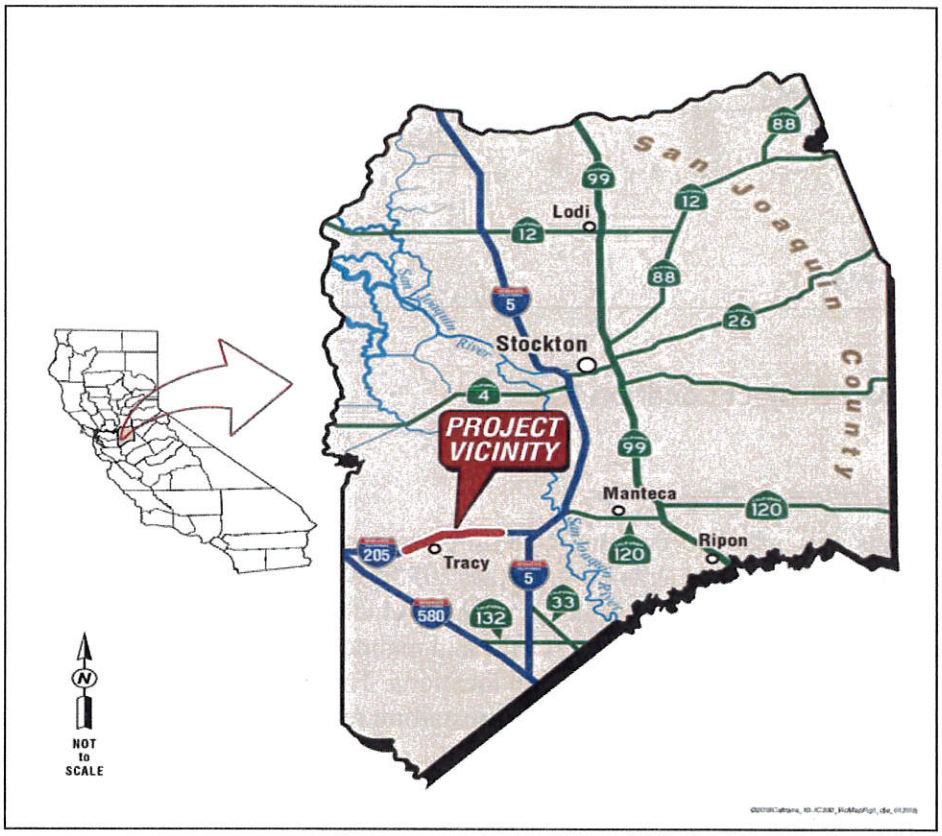


Figure 1 Project Vicinity Map

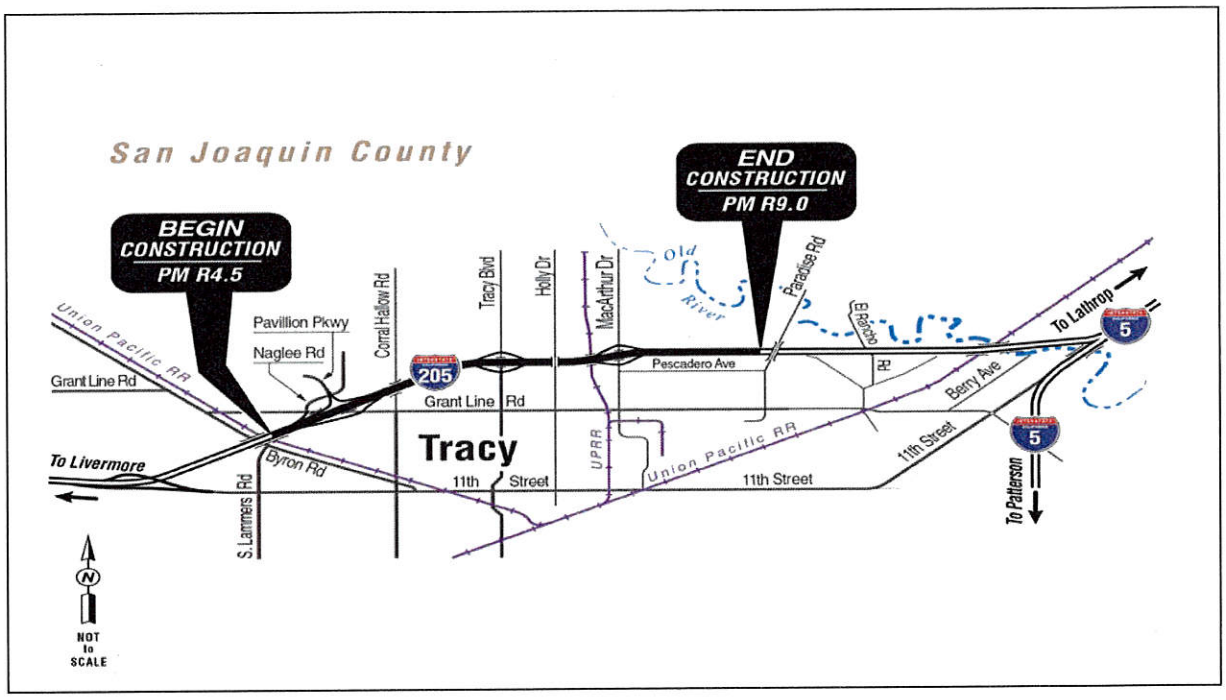


Figure 2 Project Location Map

Description of Project

Caltrans will install seven ramp-metering systems (RMS) and seven closed-circuit television (CCTV) cameras on Interstate 205 from post miles R4.5 to R9.0 in Tracy in San Joaquin County. Also, high-occupancy vehicle (HOV) preferential lanes, along with California Highway Patrol (CHP) and maintenance vehicle pullout (MVP) pads, will be constructed at all seven ramp locations. The project involves roadway widening, excavation, drainage work (installing retention basins side ditches, and culverts), structures work (widening structures and abutments, installing retaining walls), replacing the existing soundwall east of Holly Drive along the merging lane, erosion control, and possible utility relocation. Additional right-of-way will be required for drainage, ramp widening, and mainline merging.

For funding, the project is part of the 2016 State Highway Operation and Protection Program (SHOPP) for installing Intelligent Transportation System (ITS) elements, program code 20.10.201.315 (Transportation Management Systems). The project is programmed in the 2020/2021 fiscal year. The estimated cost of the project is $26,058,000 (2017 dollars). Construction is expected to begin in March 2022 and end in April 2024. The work is expected to take approximately 300 working days and night work is anticipated.

The following is a description of work at the various locations.

<u>Westbound On-ramp Grant Line Road – post mile R5.11:</u>

- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct a 12-foot HOV preferential lane to comply with ramp-metering standards
- Construct a 12-foot CHP and maintenance vehicle pullout pad
- Construct a retaining wall at the maintenance vehicle pullout pad

Westbound On-ramp Naglee Road – post mile R5.21:
- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct a 12-foot HOV preferential lane to comply with ramp-metering standards
- Construct a 12-foot CHP and maintenance vehicle pullout pad

Eastbound On-ramp Grant Line Road – post mile R5.57:
- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct a 12-foot HOV preferential lane to comply with ramp metering standards
- Construct a 12-foot CHP and maintenance vehicle pullout pad
- Construct a retaining wall along the widening about 1,200 feet
- Construct retention basin #1 (APN 214-020-17)
- Construct retention basin #2 (APN 214-020-33)
- Construct retention basin #3 (APN 214-020-29)
- Widen the structure of the eastbound Corral Hollow Road undercrossing to 15 feet
- Widen the abutment of the eastbound Corral Hollow undercrossing to about 15 feet of from the existing edge of the pavement

Westbound On-ramp Tracy Road – post mile R6.84:
- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct a 12-foot HOV preferential lane to comply with ramp-metering standards
- Construct a 12-foot CHP and maintenance vehicle pullout pad
- Construct a retaining wall around the maintenance vehicle pullout and along the widening about 1,000 feet
- Construct retention basin #4 (APN 212-170-43, 212-170-39, and 212-170-38)

Eastbound On-ramp Tracy Road – post mile R7.21
- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct an HOV preferential lane to comply with ramp-metering standards
- Construct CHP and maintenance vehicle pullout pads
- Remove and construct a retaining wall along the merging lane about 2,000 feet includes area at Holly Drive Overcrossing.

- Remove and replace the existing soundwall at East of Holly Drive along the merging lane about 300 feet
- Construct retention basin #5 (APN 214-210-05)
- Widen the abutment of the Holly Drive overcrossing; widen about 15 feet from the edge of the pavement

Westbound On-ramp MacArthur Drive – post mile R7.97
- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct an HOV preferential lane to comply with ramp-metering standards
- Construct CHP and maintenance vehicle pullout pads
- Widen the structure of the Sugar Spur overhead about 10 feet and widen the bridge deck, columns, and abutment
- Construct a side ditch (APN 214-210-05)

Eastbound On-ramp MacArthur Drive – post mile R8.28
- Install a ramp-metering system
- Construct merging lanes to comply with ramp-metering standards
- Install a closed circuit television camera
- Construct an HOV preferential lane to comply with ramp-metering standards
- Construct CHP and maintenance vehicle pullout pads
- Construct a retaining wall at the maintenance vehicle pullout and CHP pad
- Construct retention basin #6 (APN 213-060-37)

Ramp-metering Systems:
Install seven ramp-metering systems and seven closed circuit television cameras on the eastbound and westbound Grant Line Road slips, the Naglee Road slip, the westbound and eastbound Tracy Boulevard slip, and at westbound and eastbound MacArthur Drive.

Surrounding Land Uses and Setting

The project is located in the City of Tracy in San Joaquin County. Within the project limits, Interstate 205 is an urban six-lane divided freeway in rolling and flat terrain. The project area serves as an important commuter and freight route between Interstate 5 south of Stockton and Interstate 580 west of Tracy. The route provides a critical link to the San Jose, San Francisco, and Oakland metropolitan areas. Because of its interstate status, Interstate 205 restricts pedestrian and bicycle access on the roadway.

The City of Tracy has an extensive bicycle network that connects the newer residential neighborhoods in the city with the park-and-ride facility at Naglee Road and the ACE station on Linne Road. In addition, a network of sidewalks and walking paths exists within the City of Tracy, but no sidewalks are present along county roads extending east or west from the city.

Other Public Agencies Whose Approval is Required

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service	Letter of Concurrence for potential impacts to central California tiger salamander, San Joaquin kit fox, and delta smelt habitat.	Received February 6, 2018

CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the project. In many cases, background studies performed in connection with the projects will indicate that there are no impacts to a particular resource. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

AESTHETICS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

CEQA Significance Determinations for Aesthetics

a) The project will not have a substantial adverse effect on a scenic vista since the I-205 within the project area is not designated a Scenic Highway.

b) The project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c) The project will not substantially degrade the existing visual character or quality of the site and its surroundings. The visual impacts are expected to be temporary during construction and a replacement-planting project will be completed after construction.

d) The project will not create a new source of substantial light or glare which will adversely affect day or nighttime views in the area. A new retaining wall will be designed with aesthetic treatments to match the aesthetics of other existing structures in the project limits.

AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

CEQA Significance Determinations for Agriculture and Forest Resources

a) The project will not impact parcels identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Two out of the 18 affected properties within the project area are designated as vacant agricultural parcels (212-170-33 and 212-170-39). A Natural Resource Conservation Service Farmland Impact Rating form was completed for the project (see Appendix D). The total points received was 31, which is below the 160-point threshold. Therefore, protection under the Farmland Protection Policy Act is not needed for this project and the findings do not need to be submitted to the Natural Resources Conservation Service.

b) The project will not conflict with existing zoning for agricultural use, or a Williamson Act contract since none of the parcels are under the Williamson Act.

c) The project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)). Within the project limits, there are no timberland zoned or forest land.

d) The project will not result in the loss of forest land or conversion of forest land to non-forest use because there is no forest land designated within the project limits.

e) The project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. There is no forest land in the area and limited impact to vacant agricultural properties.

AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

CEQA Significance Determinations for Air Quality

a) The project will not conflict with or obstruct implementation of the applicable air quality plan from the San Joaquin Valley Unified Air Pollution Control District.

b) The project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation. There will be some temporary particulate matter (PM-10) emissions during construction activities such as grading, paving and earthwork. In addition, diesel equipment during construction will temporarily emit diesel particulate matter (PM-2.5) within the project limits. However, these impacts are temporary and will be handled with Caltrans Standard Specifications pertaining to dust control. Dust palliative requirement is part of all construction contracts and should effectively reduce and control emission impacts during construction.

c) The project will install ramp metering, which is expected to result in a decrease in PM-10 and PM-2.5 with the build alternative. Short-term air quality and pollutants will be temporary during construction phase.

d) The project may expose sensitive receptors to pollutants during construction. The contractor will be required to comply with construction minimization methods listed in Caltrans Standards Specifications for Dust Control that require the contractor to comply with local air district pollution control requirements.

e) The project will generate some temporary air pollutants from construction equipment containing hydrocarbon, suspended particulate matter and carbon monoxide. The impacts will vary each day as construction progresses, and some residences close to the right-of-way may encounter dust and odors, which could cause occasional annoyance. The inclusion of Caltrans Standard Specifications pertaining to dust control and dust palliative requirement for all construction contracts should effectively reduce and control emission impacts during construction. In addition, the contractor will comply with any requirement of the San Joaquin Air Pollution Control District's dust control measures, and district Rule 9510, if applicable.

BIOLOGICAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

CEQA Significance Determinations for Biological Resources

a) The project will have no substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project may

affect, but is likely not to adversely affect the California tiger salamander and the San Joaquin kit fox. The project would have no effect on the critical habitat for delta smelt. Please see the Additional Explanations section below.

b) The project will have no substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Due to the project area being outside the range of the species or due to the lack of suitable habitat or habitat components in the project area, the project will not harm individuals or alter the species' habitat. It is Caltrans' determination that the project will have "no significant effect" on the species listed or listed under the Federal Endangered Species Act or their critical habitat administered by the U.S. Fish and Wildlife Service and/or the National Oceanic and Atmospheric Administration-National Marine Fisheries Service (NOAA-Fisheries).

c) The project will have no substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No waters qualifying as jurisdictional under Section 404 of the Clean Water Act occur within the project action area. Ditches and stormwater conveyances within the action area, including roadside ditches, municipal drainage ditches, and irrigation ditches excavated wholly and draining only uplands, were not considered as jurisdictional under Section 404 of the Clean Water Act because they are not tributaries, do not provide direct or indirect connections between two or more waters of the U.S, and because they do not have a significant nexus to Traditionally Navigable Waters.

d) The project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Contractors shall avoid impacts to nesting migratory birds when project construction activities that may be in conflict with nesting migratory birds are scheduled during the nesting season of protected raptors and migratory birds (from February 15 to September 1). The contractor may install exclusion devices, use nest-prevention measures or remove and dispose of partially constructed and unoccupied nests of migratory birds on a regular basis to prevent their occupation. Any potential adverse impacts to nesting migratory birds during the nesting season will require consultation

with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife before the work can begin or be reinitiated.

e) The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. To comply with the provisions of various state, federal and local environmental statutes and executive orders, Caltrans will consult with the appropriate resource agencies to ensure that the project is not in conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, regional or state habitat conservation plan, any local or regional ordinance or policy or any state or federal laws. Also, a number parcels within the City of Tracy directly adjacent to the project action area were observed to be in the process of development (grading work, construction activities) during surveys conducted during the 2017 season.

f) The project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Any direct and indirect impacts to sensitive biological resources throughout the project area will be avoided or minimized by designating these features outside of the construction impact area as "environmentally sensitive areas" (ESAs) on project plans and in project specifications. ESA information will be shown on contract plans and discussed in the Special Provisions.

CULTURAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

CEQA Significance Determinations for Cultural Resources

a) The project will not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 according to the Historic Property Survey Report dated March 2018, which determined there are no historical resources present within the project Area of Potential Effects.

b) The project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. According to the Archaeological Survey Report dated March 2018 determined based on research, pedestrian surveys, analysis of as-built plans, and other relevant data that no unevaluated archaeological resources potentially eligible for the National Register of Historic Places or California Register of Historic Resources are present within the project's Archaeological Survey Area.

c) The project may directly or indirectly harm a unique paleontological resource or site or unique geologic feature because the project area is charted as low to high paleontological sensitivity for Holocene to upper Pleistocene alluvium at creeks from Corral Hollow Drainage to Brushy Creek. In the event of unanticipated paleontological resource discoveries during project-related activities, work must be

halted within 25 feet of the discovery until it can be evaluated by a qualified paleontologist. Further discussion on this topic is found in the Additional Explanations section below.

d) The project will not disturb any human remains, including those interred outside of dedicated cemeteries. If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if project limits are extended beyond the present survey limits. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease any area or nearby area suspected to overlie remains, and the local coroner contact. Pursuant to California Public Resource Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission, which will then notify the Most Likely Descendent. At that time, the person who discovered the remains will contact the Environmental Branch Chief so that he or she may work with the Most Likely Descendent on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

GEOLOGY AND SOILS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

CEQA Significance Determinations for Geology and Soils

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? The Tracy-Stockton Fault crosses the San Joaquin County from the southwest near Tracy to the northeast near Linden. Passing beneath the City of Stockton, the fault has no surface trace and its status is inactive. This project will install ramp-metering and Intelligent Transportation System elements; it will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death.

ii) Strong seismic ground shaking-probability of occurrence is high in these areas where soil and surficial units are fine-grained, compressible and saturated with water. Because the soil depth is greatest in Tracy, ground shaking will mostly affect taller structures (3-4 stories high) in these areas. Structures properly secured to foundation could result in less significant damage to any strong ground shaking. However, the project would not cause strong seismic ground shaking.

iii) Seismic-related ground failure, including liquefaction? The soils in the Tracy area are not considered to be susceptible to liquefaction.

iv) Landslides- Water movement resulting from seismic activity includes landslide splashes and seismic seiches. There are no historical records of seismic-generated water movement occurring in or adjacent to San Joaquin County.

b) The project will not result in substantial soil erosion or the loss of topsoil. Construction use a cut-and-fill method as well as landscape planting to reduce any soil erosion.

c) The project will not be located on a geologic unit or soil that is unstable or that will become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse. This project will add on-ramp improvements and HOV preferential lanes to the existing freeway alignment. Best management practices during and after construction will help mitigate most soil issues.

d) The project will not be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. Caltrans geotechnical report can provide some soil testing in the later phase of the project and determine any issues and solutions at that time.

e) The project will not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Any waste water during construction and post-construction will be available in more detail in a later phase of the project. In addition, Caltrans standard provisions and best management practice will enforce disposal of waste water.

GREENHOUSE GAS EMISSIONS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Caltrans has used the best available information based to the extent possible on scientific and factual information, to describe, calculate, or estimate the amount of greenhouse gas emissions that may occur related to this project. The analysis included in the climate change section of this document provides the public and decision-makers as much information about the project as possible. It is Caltrans' determination that in the absence of statewide-adopted thresholds or GHG emissions limits, it is too speculative to make a significance determination regarding an individual project's direct and indirect impacts with respect to global climate change. Caltrans remains committed to implementing measures to reduce the potential effects of the project. These measures are outlined in the climate change section that follows the CEQA checklist and related discussions.			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				

CEQA Significance Determinations for Greenhouse Gas Emissions

a) The project will slightly increase greenhouse gas emissions. While the project will result in a slight increase in greenhouse gas emissions during construction, it is anticipated that the project will not result in any increase in operational greenhouse gas emissions. The project will result in better traffic flow through the use of Intelligent Transportation System elements such as the ramp-metering systems to control vehicle access onto the freeway system during peak times, and closed circuit TV cameras to monitor mainline condition and congestion. Overall benefits will be a more reliable travel time, increased speed, safety and improved corridor productivity as well as air quality.

b) The project will not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The purpose and need for the project is to reduce traffic congestion, improve air quality and improve regional travel demand mobility.

HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

CEQA Significance Determinations for Hazards and Hazardous Materials

a) The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, aerially deposited lead level in the area is above regulatory thresholds, and it is

recommended further hazardous waste testing be done for proper soil storage and disposal during the construction phase.

b) The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. According to the hazardous waste Initial Site Assessment, within the project limits, the potential to encounter contaminated soil is considered minimal; in addition, there are no active hazardous waste cases, according to Leaking Underground Storage Tank Site database.

c) The project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or school. Any construction waste byproducts or construction hazardous emission will be covered under Caltrans' standard provisions and construction contract.

d) The project will not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it will not create a significant hazard to the public or the environment. According to the Initial Site Assessment, there are no active hazardous material sites within the project limits, and there is minimal risk to encounter contaminated materials.

e) The project will not affect any airport land use plan or result in an airport-related safety hazard for people residing or working in the project area. The nearest airport is Tracy Municipal Airport, which is about 5 miles away from the project location. Therefore, the project will not interfere with the public airport or create any safety hazard.

f) The project is not within the vicinity of a private airstrip and will not result in a safety hazard for people residing or working in the project area.

g) The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. During the construction phase, Caltrans will adopt a Traffic Management Plan to handle traffic emergencies and control any lane closures with traffic control devices.

h) The project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. During construction, best

management practices between the Caltrans inspector and the contractor will ensure proper measures to clean up and store construction materials without risk to workers and the environment.

HYDROLOGY AND WATER QUALITY

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

CEQA Significance Determinations for Hydrology and Water Quality

a) The project will not violate any water quality standards or waste discharge requirements because Caltrans is required to address any short-term water quality impacts in the design and construction phases, using selected best management practices as well as Caltrans Standard Specification Section 13-1, Water Pollution Control.

b) The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted). The project will construct five retention drainage basins within the project limits; therefore, the project will not interfere with groundwater or nearby wells.

c) The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation onsite or offsite. The project will improve existing drainage within the project limits with additional drainage basins. There will be no substantial erosion or alternation of any natural water flow within the project area. All freeway runoff will be diverted to onsite retention basins.

d) The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that will result in flooding onsite or offsite. Any amount of surface runoff on the existing freeway or ramps will not result in flooding due to the additional increase in capacity to hold water from the newly constructed basins.

e) The project will not create or contribute runoff water that will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Best management practices with Caltrans Standard Provisions will help alleviate impacts to runoff water during construction. Caltrans' stormwater unit will provide appropriate management practices for all stormwater concerns.

f) The project will not otherwise substantially degrade water quality. Short-term water quality impacts will occur in the construction phase, but with best management

practices and the resident engineer onsite, potential water quality impacts will be minimized.

g) The project will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. According to the Floodplain Evaluation Report Summary, the project limits fall in zone X, which is outside the 0.2 percent annual chance of a floodplain. The project will not affect local hydrology but, with the modified drainage inlets and new retention basins, the project will improve the drainage system within the project area.

h) The project will not place within a 100-year flood hazard area any structures that will impede or redirect flood flows.

i) The project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

j) The project will not cause inundation by seiche, tsunami, or mudflow.

LAND USE AND PLANNING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

CEQA Significance Determinations for Land Use and Planning

a) The project will not physically divide an established community. The project is on an existing freeway facility; additional right-of-way will be acquired from vacant land next to the state right-of-way.

b) The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

c) The project will not conflict with any applicable habitat conservation plan or natural community conservation plan.

MINERAL RESOURCES

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

CEQA Significance Determinations for Mineral Resources

a) The project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state since there is no known special mineral resource within the project area.

b) The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There is no locally important mineral resource within the project area.

NOISE

Would the project result in:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

CEQA Significance Determinations for Noise

a) The project will not expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. During construction, noise from construction activities may vary for different areas of the project limits. Caltrans Standard Specifications Section 14-8.02 "Noise Control" will mitigate noise impacts.

b) The project will not expose persons to or generate excessive groundborne vibration or groundborne noise levels. As directed by Caltrans, the contractor will implement appropriate additional noise mitigation measures such as turning off idling equipment, rescheduling construction activity and installing acoustic barriers around stationary construction noise sources.

c) The project will not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Under Caltrans Noise Section 14-8.02 "Noise Control," noise levels generated during construction should not exceed 86 dB at 50 feet from the job site activities from 9:00 p.m. to 6:00 a.m. All equipment will have sound control devices that are no less effective than those provided on the original equipment. No equipment will have an unmuffled exhaust.

d) The project will not create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The degree of construction noise impacts may vary for different areas within the project limits and vary depending on the construction activities. Caltrans along with the contractor will implement measures to minimize the temporary noise impacts from construction.

e) The project is not located within an airport land use plan. The nearest airport is Tracy Municipal Airport, about 4.7 miles away. Within the project limits, vacant land runs parallel with much of the existing freeway alignment.

f) The project is not within the vicinity of a private airstrip and will not expose people residing or working in the project area to excessive noise levels. There is no private airstrip within a few miles from the project limits.

POPULATION AND HOUSING

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

CEQA Significance Determinations for Population and Housing

a) The project will not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). The project will install ramp metering and HOV preferential lanes to help relieve congestion within the project limits; it will not promote growth in population or business within the project area.

b) The project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. The project will acquire additional right-of-way, but the properties to be acquired are vacant land designated for commercial or industrial.

c) The project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. The project will acquire additional right-of-way from vacant land parcels, and there will be no displacement of any homes or people due to the project.

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

CEQA Significance Determinations for Public Services

a) The project will not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. Prior to construction, the Caltrans resident engineer and contractor will work together for any necessary lane closures and use proper traffic control devices throughout the duration of the project per Caltrans Standard Specifications. Approval of a Traffic Management Plan will provide adequate traffic access for all businesses and residences at all times. Per the Traffic Management Plan, closures of local roads will require City/County concurrence; therefore, with these standard plans and traffic closures strategies, the project will not adversely affect government facilities or public response services within the project area.

RECREATION

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

CEQA Significance Determinations for Recreation

a) The project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated. The project is on the existing state freeway; there is no existing neighborhood or regional parks, or recreational facilities within the project limits.

b) The project will not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. The project involves ramp-metering improvements and will not interfere or promote expansion of recreational facilities or adversely affect the local environment.

TRANSPORTATION/TRAFFIC

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

CEQA Significance Determinations for Transportation/Traffic

a) The project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. The project will provide ramp improvements with intelligent transportation system elements on an existing freeway facility and it is prohibits pedestrian and bicycle paths. The project recognizes the growth of regional travel

demand and provides improvements that will benefit commuters on and off the state freeway facility.

b) The project will not conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Any closures or construction work on local roads will require concurrence from city and county public works agencies. Construction of the project, along with implementation of the Caltrans Traffic Management Plan and coordination with the city and county, will improve the level of service within the project corridor.

c) The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The project limits are not near any public or private airport; therefore, the project will not result in an impact on or interfere with air traffic.

d) The project will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). All project components will be standard and comply with state and local design ordinances.

e) The project will not result in inadequate emergency access. During the construction phase, Caltrans will implement a Traffic Management Plan with best management practices with contractor, city and county to provide adequate emergency access and inform the public ahead of construction.

f) The project will not conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. The project will improve an existing freeway facility that prohibits public bicycle or pedestrian use. The project will not interfere with any existing public transit plan or program.

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

CEQA Significance Determinations for Tribal Cultural Resources

a) The project will not affect any resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The Caltrans Principal Archaeologist has determined there are no historical resources present, as outlined in CEQA Guidelines 15064.5(a).

b) The project will not be determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. According to the Historic Property Survey Report, dated March 13, 2018, pursuant to Section 106 PA Stipulation IX.A and as applicable PRC 5024 MOU Stipulation IX.A.2, Caltrans has determined that a "Finding of No Historic Properties Affected" is appropriate for this undertaking because there are no historic properties within the

Area of Potential Effect. Initial consultation letters with project description, aerial maps, and project area on February 2017 to the Native American Heritage Commission (NAHC) for a search of its Sacred Lands Inventory File and for a current Native American consultation list. Initial consultation letters with proposed project descriptions, aerial maps, and project area on USGS quadrangles were mailed on March 23, 2017 to the Native American tribes listed on the NAHC list. One response was received on March 30, 2017 via email from Antonio Ruiz, the Cultural Resources Officer for the Wilton Rancheria. Mr. Ruiz requested more information about the proposed project and asked that Caltrans consult with Eduardo Silva, the Tribal Resource Coordinator for the Wilton Rancheria. A response was sent on March 30, 3017 via email to both Mr. Ruiz and Mr. Silva requesting clarification. No response was received.

UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

CEQA Significance Determinations for Utilities and Service Systems

a) The project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

b) The project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Proper best management practices and Standard Construction Plans, between Caltrans Resident Engineer and contractor, will minimize environmental effects due to construction waste water.

c) The project will require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, however the construction will not cause

significant environmental effects. Due to the additional paved area and improvement of the drainage within the project limits, approximately six additional retention drainage basins will be constructed; however, there will be no significant impact to the environment from these additional right-of-way acquisitions for the new basins.

d) The project will have sufficient water supplies available to serve the project from existing entitlements and resources. Further detail of the construction water supplies will be finalized during the Plans, Specifications and Estimate phase between Caltrans and prime contractor. However, the project will not expand any existing entitlements within the project limits.

e) The project will result in a determination by the wastewater treatment provider that serves or may serve the project that there is adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Project waste water issues during construction will be finalized during the Plans, Specifications and Estimate phase; it is expected that the existing wastewater system is adequate to complete this project.

f) The project will be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The Caltrans Construction Standard Provisions and contractor standards will provide sufficient landfill for construction's solid waste.

g) The project will comply with federal, state, and local statutes and regulations related to solid waste.

MANDATORY FINDINGS OF SIGNIFICANCE

	Significant and Unavoidable Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

CEQA Significance Determinations for Mandatory Findings of Significance

a) The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory with the implementation of minimization and mitigation measures. Please see the Additional Explanations section below.

b) The project will not have impacts that are individually limited, but cumulatively considerable. The improvements within the project limits will enhance regional mobility, improve air quality and provide real-time service to travelers along the route. The project will not have a negative effect on current projects nearby or future

projects; rather, it will provide additional improvements for the existing freeway facility.

c) The project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. The project acquires additional right-of-way from the vacant properties next to the existing alignment. There will be no relocation of a business or resident; therefore, the project will have no adverse effect on people.

Additional Explanations for Questions in the Impacts Checklist

Biological Resources

Animal Species

Affected Environment

A Natural Environment Study (NES) for the project was completed in January 2018. Expanded discussions are provided in this section for animal species that have been recorded within the general vicinity of the project action area or for those resources that may be affected by the project.

Western Burrowing Owl (Athene cunicularia)

The western burrowing owl is considered a bird species of special concern by the California Department of Fish and Wildlife. It is a year-round resident throughout much of the state. Seasonal status varies regionally, with birds retreating from higher elevations such as the Modoc Plateau in winter. Observations of color-banded and/or radio-tagged owls demonstrate year-round residency in the Central Valley, San Francisco Bay region, Carrizo Plain, and Imperial Valley. Migrants from other parts of western North America may augment resident lowland populations in winter. The breeding season in California is from March to August, but can begin as early as February and extend into December.

Other Migratory Birds and Raptors

Suitable nesting habitat for migratory birds, including raptors, occurs within the project environmental study limit. These include Ferruginous Hawk (*Buteo regalis*), Northern Harrier (*Circus cyaneus*), and White-Tailed Kite (*Elanus leucurus*). Migratory birds and/or raptors may be expected to attempt to nest in appropriate habitats including, but not limited to, structures and vegetation, between February 15 and August 31.

Bats (structure and tree roosting)

Several species of special-status and non-special-status bats could potentially roost in the environmental study limit. The pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), and western mastiff bat (*Eumops perotis californicus*) are designated as California species of special concern.

Environmental Consequences

Western Burrowing Owl

Although wildlife surveys conducted between May and August of 2017, Caltrans biologists did not detect the presence of burrowing owls or sign of this species (track, scat, etc. at potential burrows) within the project environmental study limit. However, numerous existing burrows within the project limits that could serve as potential nesting habitat for this species, including burrows excavated by California ground squirrels, were detected right next to Interstate 205 and within freeway interchange

loops throughout the environmental study limit during wildlife surveys. Project construction activities, specifically roadway widening for the installation of HOV preferential lanes at seven locations, are expected to result in the destruction of an undetermined number of existing burrows.

Other Migratory Birds and Raptors (including Ferruginous Hawk, Northern Harrier, and White-Tailed Kite)

The Migratory Bird Treaty Act makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in Section 50 of the Code of Federal Regulations (CFR) Part 10, including feathers or other parts, nests, eggs or products, except as allowed by implementing regulations (50 C.F.R. 21). The project proposes construction activities that could potentially result in adverse impacts to nesting migratory birds.

Bats

Structures-Roosting Bats

Two structures within the project area provide joints appropriate for structures-roosting bats: 1) the "Sugar Spur Overhead" westbound structure, which provides a longitudinal groove, as well as weep holes that could provide bat access to the cave-like interior of the concrete box structure, which could serve as a day roost for structures-roosting bats, and 2) the westbound Grant Line Road Undercrossing, which provides expansion joints between bridge frames that could serve as a day roost for structures-roosting bats. The Holly Drive Overcrossing and the eastbound Corral Hollow Undercrossing are single-frame concrete box-girder bridges that very unlikely to support day roosts for structures-roosting bats. No bats were observed day-roosting in these structures during surveys conducted on May 23, 2017 and June 8, 2017.

Tree-Roosting Bats

Trees available within the project area are generally small to medium landscape trees that lack cavities and exfoliating bark that are generally favored by tree-roosting bats. However, some larger specimens, including coast redwood trees, occur within the project area that could serve as potential habitat for tree-roosting bats.

Removal of mature trees could potentially result in the disturbance or destruction of bat day-roosts or maternity-roosts, if they are occupied during construction activities. Avoidance measures will be implemented to reduce the potential for the construction activities to result in the take (as defined by CFGC Section 86) of tree-roosting bats.

Avoidance, Minimization, and/or Mitigation Measures

The following avoidance and minimization measures will be implemented for special-status animal species:

Western Burrowing Owl

With the implementation of avoidance measures, the construction activities are not expected to result in the take (as defined by CFGC Section 86) of burrowing owls.

A qualified biologist shall perform a pre-construction burrowing owl survey according to the protocol outlined in Appendix D of the California Department of Fish and Wildlife's 2012 "*Staff Report on Burrowing Owl Mitigation.*" The protocol surveys are recommended to take place during the 2020 and/or 2021 survey seasons. Pre-construction season surveys will assist with project planning and the development of avoidance, minimization, and mitigation measures.

If nesting burrowing owls are detected during pre-construction surveys and their habitat can be protected in place on or adjacent to a project site, the use of buffer zones, visual screens or other measures while project activities are occurring will be used to minimize disturbance impacts. Visible markers may be placed near burrows to ensure that construction equipment and other machinery does not collapse burrows. Site-specific monitoring will be implemented to inform the development of buffers.

In addition, burrow exclusion may be implemented. Burrow exclusion is a technique of installing one-way doors in burrow openings during the non-breeding season to temporarily exclude burrowing owls, or permanently exclude burrowing owls and close burrows after verifying burrows are empty by site monitoring and scoping.

After pre-construction surveys, project construction "take avoidance surveys" and site surveillance may detect changes in owl presence such as colonizing owls that have recently moved onto the site, migrating owls, resident burrowing owls changing burrow use, or young of the year that are still present and have not dispersed. Burrowing owls may attempt to colonize or re-colonize an area that will be impacted; the surveillance frequency/effort should be sufficient to detect burrowing owls if they return. After their new occupancy or return to the site, take avoidance measures should ensure that take of owls will not occur.

Other Migratory Birds and Raptors

With implementation of avoidance measures, the construction activities are not expected to result in the "take" of any migratory birds or their active nests, as defined by the Migratory Bird Treaty Act.

If woody vegetation removal, structures construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds (February 15 to September 1), a focused survey for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning of project-related activities. If active nests are found, Caltrans shall consult with the U.S. Fish and Wildlife Service regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with the California Department of Fish and Wildlife to comply with provisions of the Fish and Game Code of California.

If a lapse in project-related work of 15 days or longer occurs, another survey and, if required, consultation with U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife, will be required before the work can be reinitiated. If contractors perform woody vegetation removal or other construction activities within nesting bird habitat between September 2 and February 14, then no further measures are required.

The contractor shall take such measures as necessary to prevent disturbing any areas that will cause conflict between performing necessary work and nesting migratory birds. Birds shall be allowed to nest in any areas where conflicts with construction are not anticipated. If contractors work does not conflict with bird nesting, then no further measures are required.

If work interfering with bird nesting sites is to occur between February 15 and September 1, then:

- Exclusionary devices such as netting shall be used to block access to bird nesting sites where work will be performed. Exclusionary devices shall be installed After September 1, but before February 15, and left in place until work is completed; or

- A focused survey for active nests of such birds shall be conducted by a qualified biologist within 15 days prior to the beginning to project-related activities. If active nests are found, Caltrans shall consult with the U.S. Fish and Wildlife Service regarding appropriate action to comply with the Migratory Bird Treaty Act of 1918 and with the California Department of Fish and Wildlife to comply with provisions of the Fish and Game Code of California. If a lapse in project-related work of 15 days or longer occurs, another survey and, if required, consultation with the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife will be required before the work can be reinitiated.

Roosting Bats

With implementation of avoidance measures, the construction activities are not expected to result in the take (as defined by CFGC Section 86) of structures-roosting bats.

The contractor shall take such measures as necessary to prevent disturbing any areas that will cause conflict between performing necessary work and day-roosting or maternity-roosting bats.

Bats shall be allowed to roost in any areas where conflicts with construction are not anticipated. If contractors' work does not conflict with bat roosting, then no further measures are required.

If woody vegetation removal, structures construction, grading, or other project-related improvements are scheduled between February 15 and September 1, a focused survey

for roosting bats shall be conducted by a qualified biologist within 15 days prior to the beginning to project-related activities. If active day-roosts or maternity roosts are found, Caltrans shall consult with the California Department of Fish and Wildlife to comply with provisions of the Fish and Game Code of California.

If a lapse in project-related work of 15 days or longer occurs, another survey and, if required, consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife will be required before the work can be reinitiated.

If contractors perform woody vegetation removal, structures work, or other construction activities within habitat for roosting bats between September 2 and February 14, then no further measures are required.

If bat day roost areas cannot be excluded, and work potentially interfering with known bat day roosts or potential bat day roost structures or trees is to occur between February 15 and September 1, then:

- A qualified biologist shall perform a pre-construction roosting bat survey. If bat day roosts are found, project-related work interfering with the bat day roost will not occur until Caltrans performs consultation with the California Department of Fish and Wildlife regarding appropriate action to comply with provisions of the Fish and Game Code of California and the California Code of Regulations. If a lapse in project-related work of 15 days or longer occurs, another survey and, if required, consultation with the California Department of Fish and Wildlife will be required before the work can be reinitiated.

Threatened and Endangered Species

A Natural Environmental Study was completed for this project in January 2018. A Biological Assessment was prepared in October 2017 and submitted to the United States Fish and Wildlife Service (USFWS). A Letter of Concurrence (LOC) was received from the USFWS on February 06, 2018 (See Appendix C).

Affected Environment

California Tiger Salamander

The Central California Distinct Population Segment (DPS) of the California tiger salamander (Central California tiger salamander) (*Ambystoma californiense*) was listed as threatened under the Federal Endangered Species Act on August 8, 2004. The U.S. Fish and Wildlife Service published a final rule designating critical habitat for the Central California tiger salamander on August 23, 2005. The State of California listed the California tiger salamander throughout its entire range (including the Central California, Santa Barbara, and Sonoma Distinct Population Segments) as threatened on August 19, 2010. The Central California tiger salamander is restricted to disjunct populations that form a ring along the foothills of the Central Valley and Inner Coast Range from San Luis Obispo, Kern, and Tulare counties in the south, to Sacramento and Yolo counties in the north.

The Central California tiger salamander inhabits annual grasslands and open woodlands. It requires upland habitat that is occupied by small burrowing mammals such as the California ground squirrel (Otospermophilus beecheyi) and Botta's pocket gopher (Thommomys bottae) that create underground burrow systems used by the salamanders throughout the year. Upland habitats surrounding known Central California tiger salamander breeding pools are usually dominated by grassland, oak savanna, or oak woodland. Large tracts of upland habitat, preferably with multiple breeding ponds, are necessary for the Central California tiger salamander to persist.

The closest California Natural Diversity Database records for the Central California tiger salamander is about 5.6 miles west of the west end of the project area at Altamont Creek, about "1.7 miles off of Dyer Road from Altamont Pass Road." Adults, larvae and eggs have been recorded at this site between 1975 and 2001 (see NES).

Wildlife surveys conducted between May and July of 2017 did not detect the presence of this species within the project area, but presence surveys were not conducted to the protocol outlined in the U.S. Fish and Wildlife Service 2003 "*Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander.*" California tiger salamander surveys were limited to visual-encounter aquatic surveys for California tiger salamander larvae.

Swainson's Hawk (Buteo swainsonii)

The Swainson's hawk was listed as a threatened species under the California Endangered Species Act in 1983 by the California Fish and Game Commission. The Swainson's hawk occurs as a breeding species in open habitats throughout much of the western United States and Canada, and in northern Mexico. In California, breeding populations of Swainson's hawks occur in desert, shrub-steppe, grassland and agricultural habitats, but most of the state's breeding sites are in two disjunct populations in the Great Basin and Central Valley. The largest population in the state is in the midsection of the Central Valley in the area between Sacramento and Modesto, and in the northern San Joaquin Valley.

Swainson's hawk nests in the Central Valley are generally found in scattered trees or along riparian systems next to agricultural fields or pastures. These open fields and pastures are the primary foraging areas. During the breeding season, Swainson's hawks eat mainly vertebrates (small rodents and reptiles); during migration, vast numbers of insects are consumed.

The California Natural Diversity Database shows nine occurrences of Swainson's hawk nesting within about 1.5 miles of the project area (the most recent of these was recorded in 2004) and many more occurrences within a 10-mile radius of the project area. The closest occurrence of Swainson's hawk nesting was recorded in 1981 at the intersection of West Grant Line Road and Tracy Boulevard in Tracy, about 1.3 miles south of the project area.

Wildlife surveys done between May and July of 2017 detected Swainson's hawks soaring above the vicinity of the project area but did not detect the presence of any active or potential Swainson's hawk nests within or directly adjacent to the project action area.

San Joaquin Kit Fox (Vulpes macrotis mutica)

The U.S. Fish and Wildlife Service listed the San Joaquin kit fox as endangered in 1967, and the State of California listed the fox as threatened in 1971. A Recovery Plan was approved in 1983, and an updated Recovery Plan that covered 34 upland species in the San Joaquin Valley was approved in 1998. The U.S. Fish and Wildlife Service has not designated critical habitat for this species.

The San Joaquin kit fox inhabited much of California's San Joaquin Valley prior to 1930. Its range extended from southern Kern County north to eastern Contra Costa County on the valley's west side and to Stanislaus County on the east side. By 1930, its range may have been reduced to half, mostly in the southern and western San Joaquin Valley and foothills. In 1979, only 6.7% of land south of Stanislaus County remained undeveloped. Today, the San Joaquin kit fox inhabits a highly fragmented landscape of scattered remnants of native habitat and adoptable, altered lands within and on the fringe of development. The largest populations are in western Kern County on and around the Elk Hills and Buena Vista Valley and in the Carrizo Plain Natural Area in San Luis Obispo County. The most northerly current distribution records include the Antioch area of Contra Costa County.

The closest California Natural Diversity Database record for the San Joaquin kit fox is about 3.6 miles southwest of the eastern limit of the project area "about 2.4 miles south of Tracy, 0.2-mile southeast of the intersection of Valpico Road and Jefferson Road. Other records from the Tracy area in the San Joaquin Valley include "about 3.2 miles south of Tracy, 0.8-mile west of Carbona, just north of railroad tracks.

No San Joaquin kit fox or sign of San Joaquin kit fox was detected in the project area during daytime wildlife surveys done between May and July of 2017, but surveys were not conducted according to the protocol outlined in the U.S. Fish and Wildlife Service 1999 "U.S. Fish and Wildlife Service San Joaquin Kit Fox Survey Protocol for the Northern Range." Survey effort was limited to daytime walking transect surveys to detect known, natal, and potential kit fox dens. The project area supports grasslands and pastures that could provide potential foraging and denning habitat for San Joaquin kit fox. Numerous existing burrows, including burrows excavated by California ground squirrels, were detected right next to Interstate 205 and within freeway interchange loops in several areas within the action area during wildlife surveys.

Delta Smelt (Hypomesus transpacificus)

The delta smelt is categized as federally endangered and California endangered. It is found in the Sacramento-San Joaquin delta. It is seasonally located Suisun bay, Carquinez strait, and San Pablo Bay.

Environmental Consequences

On February 6, 2018, the U.S. Fish and Wildlife Service concurred via a Letter of Concurrence with Caltrans' determination that the project may affect, but is not likely to adversely affect the California tiger salamander and the San Joaquin kit fox, and also concurred with a no effect determination to critical Delta smelt habitat.

Due to the project area being outside the range of the species, the lack of suitable habitat or habitat components in the project area, the lack of detection during recent Caltrans surveys or because the project would not harm individuals or alter the species' habitat, it is Caltrans' determination that the proposed project will have "no affect" on this federally threated and California endangered species. Therefore, this species has been excluded from further analysis.

Impacts to the California tiger salamander and the San Joaquin kit fox will be temporary, and those impacts will be avoided and minimized by implementation of the following measures.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans and its contractor will implement the following measures to reduce the potential for adverse effects to the central California tiger salamander and the San Joaquin kit fox. For the purpose of this consultation, a "qualified biologist," as referenced in this document, refers to an individual who, at a minimum, holds a four-year degree in a relevant biological field and who has demonstrated knowledge of, and experience with, these species.

Central California tiger salamander and San Joaquin kit fox:

- Prior to the start of construction, high visibility temporary fencing (of a type/ design that will not entangle either of the species) will be installed around the perimeter of environmentally sensitive areas (ESA) located outside of the project footprint, i.e., aquatic and upland areas, in order to ensure that construction equipment and personnel do not enter these locations.

- Environmental Sensitive Areas (ESA) provisions will be implemented as a first order of work and will remain in place until all construction activities are completed.

- Standard construction best management practices (BMPs) (Caltrans, 2003) will be implemented throughout the course of construction. Project-specific BMPs will address, among other things, soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-storm water management, and waste management practices. Caltrans personnel and the contractor will perform routine inspections of the construction area to verify that BMPs are being properly implemented and maintained, and are operating effectively and as designed.

- Prior to the start of work, a qualified biologist(s) will provide worker environmental awareness training for all construction personnel, including contractors, subcontractors, and contractors' representatives, covering the status of the central California tiger salamander and the San Joaquin kit fox, how to identify the species and their habitats, and the importance of avoiding impacts to the species. New construction personnel who are added to the project after the training is first conducted also will be required to take the training. Documentation of the training, including sign-in sheets, will be kept on-file.

- Project-related vehicle traffic will be restricted to established roads and construction areas. Construction of access road will occur only when necessary. All project-related vehicles will observe a daytime speed limit of no more than 20 mi per hour (mph) and a nighttime speed limit of no more than 10 mph in all project areas, except on the highway.

- To prevent the inadvertent entrapment of the central California tiger salamander, the San Joaquin kit fox, or other animals during construction, all excavated, steep-walled holes or trenches measuring more than 6 inches deep either will be covered at the close of each working day using plywood or similar materials (without openings), or will be provided with one or more escape ramps constructed of earth fill or wooden planks in the event that the holes/trenches cannot be fully covered. All holes or trenches will be checked daily for trapped wildlife. Before such holes or trenches are filled, they will be thoroughly inspected for trapped wildlife.

- All construction pipes, culverts, or similar structures that are stored on the construction site for one or more overnight periods will be thoroughly inspected for the central California tiger salamander and San Joaquin kit fox before burying, capping, or otherwise using the structures. If either species is discovered during this inspection, the structure will not be disturbed until the individual leaves of its own accord.

- All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed daily from the project site in order to reduce the potential for attracting predator species.

- To eliminate the potential for harassment or injury to, or death of, any species resulting from the presence of pets and firearm, neither (with the exception of firearms carried by authorized law enforcement officials) will be allowed on the project site.

- Use of herbicides and rodenticides, including fumigation and poison bait, will be prohibited.

- To avoid entangling the species, erosion control methods will not utilize plastic, monofilament, jute, or similarly tightly woven fiber netting or other such materials.

- Acceptable substitutes include coconut coir matting, tackified hydro-seeding compounds, or other similar materials.

- The use of artificial lighting on-site will be limited, except when necessary for construction, or for driver and pedestrian safety. Any artificial lighting used during construction, particularly at night, will be confined to areas within the construction footprint in order to minimize its effects on the species.

- Any new sightings of the central California tiger salamander and/ or the San Joaquin kit fox will be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of the observation also will be provided to the Service.

- In order to control erosion and restore habitat value, all areas within the project footprint that are disturbed during construction will be re-contoured and stabilized as soon possible; areas will be revegetated via hydro-seeding with an appropriate, weed-free native plant seed mixture following the completion of construction.

Central California tiger salamander:

- A qualified biologist(s) will conduct a preconstruction visual survey of the project site no more than 14 days prior to the beginning of ground disturbance or other general construction activities that could affect the central California tiger salamander. The survey will pay particular attention to detecting any burrows that could be used as refugia by the species. If any burrows are discovered, they will be flagged or otherwise marked, and avoided by at least 50 ft. If the burrows cannot be avoided, Caltrans will contact the U.S. Fish and Wildlife Service to discuss additional measures that may be needed.

- In the unlikely event that evidence of central California tiger salamander occupancy or use is detected during preconstruction surveys, or during construction, a qualified biologist(s) will be present on-site during all ground-disturbing construction-related activities to monitor for the species.

    - When not present on-site, a qualified biologist(s) will be available on-call during all construction periods in the event of sightings of the central California tiger salamander on-site or in the vicinity of the project footprint.

- No construction activities will be conducted in upland or aquatic habitat areas where the central California tiger salamander may occur if 1) it is raining, 2)

there is a greater than 70 percent chance of rain based on the National Oceanic and Atmospheric Administration's National Weather Set-vice forecast on any given work day, or 3) within 48 hours following a rain event greater than 0.25 inch.

- Silt fencing will be installed in the upland areas immediately adjacent to suitable aquatic habitat for the central California tiger salamander in order to prevent soil and debris from entering the pools, and to keep equipment and construction personnel from encroaching on these areas. Fencing will be buried at least six inches below ground to prevent the species from attempting to burrow, or move under the fence.

San Joaquin kit fox:

- Preconstruction surveys will be performed by a qualified biologist(s) no more than 30 days prior to the beginning of ground disturbance and/ or construction activities. These surveys will be conducted throughout the project footprint, as well as within accessible areas up to 200 ft. outside of the project footprint. Results will be submitted to the Service and will identify any potential dens or other evidence of the species' occupancy or use.

- In the unlikely event that evidence of San Joaquin kit fox occupancy or use is detected during preconstruction surveys, or during construction, a qualified biologist(s) will be present on-site during all ground-disturbing construction-related activities to monitor for the species.

    - When not present on-site, a qualified biologist(s) will be available on-call during all construction periods in the event of sightings of the San Joaquin kit fox on-site or in the vicinity of the project footprint

- Although no potential or known dens currently have been identified in the project footprint, or within 200 ft. of the footprint, disturbance to any potential or known dens that become established either in the period leading up to the start of, or during, construction will be avoided.

    - Potential and atypical dens that are located at least 50 ft. from construction will be protected with a 50-ft. zone. Known dens that are located at least 100 ft. from construction will be protected with a 100-ft. zone. In instances where 50 ft. or 100 ft. exclusion zones cannot be maintained, potential and/ or known dens will be monitored; once these dens are verified to be unoccupied, they will be blocked temporarily (via sandbagging or installation of a one-way door) for the duration of the project.

    - If a natal/pupping den is discovered either within the project footprints or within 200 ft. of the footprint, Caltrans will notify the Service immediately.

Swainson's Hawk:

- A qualified biologist shall perform a pre-construction Swainson's hawk survey according to the protocol outlined in the May 2000 "*Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Surveys in California's Central Valley.*"

- If a SWHA nest is detected inside of, or within approximately 0.5-mile of the I-205 SMART Corridor Phase 2 project ESL during nesting bird surveys conducted during any active construction season, the project proponent will notify the CDFW and no new disturbances or other project-related activities which may cause nest abandonment or forced fledging shall be initiated within 0.5-mile to 0.25-mile of an active nest.

- New sightings of nesting SWHAs shall be reported to the CNDDB.

- If construction or other project related activities, which may cause nest abandonment or forced fledging are necessary within the buffer zone, monitoring of the nest site by a qualified biologist (to determine if the nest is abandoned) shall be required. If it is abandoned and if the nestlings are still alive, the project sponsor shall fund the recovery and hacking (controlled release of captive reared young) of the nestling(s).

- Routine disturbances such as agricultural activities, commuter traffic, and routine facility maintenance activities within 1/4 mile of an active nest will not be prohibited.

- If a nest tree must be removed, authorization from the CDFW (including conditions to off-set the loss of the nest tree) must be obtained.

Paleontological Resources

Affected Environment

A Paleontological Identification Report (PIR) for the project was prepared on March 9, 2017. The report provided evaluations and recommendations relating to paleontological resources based on professional experience and the review of paleontological literature, geologic maps and the Paleontological Sensitivity Mapping. Project database prepared by California State University, Fresno.

The project is in the Great Valley Geomorphic Province, which is a 400-mile-long and 50-mile-wide alluvial plain that has had sediment deposition for the last 160 million years. Sediments consist of unconsolidated alluvial gravel, sand, and clay. According to the Paleontological Sensitivity Mapping Project database, the post mile segment of the project is identified as having a "low" to "high" sensitivity rating for the likelihood of encountering fossils during earth disturbance from construction. The

high sensitivity zone is centered within a 1-mile radius of a paleontological resource identified as UCMP 4811; Locality Delta Mendota 17; Post Mile 0.6 to 2.0.

To further identify and evaluate potential construction-related impacts to paleontological resources, a combined Paleontological Evaluation Report (PER)/ preliminary Paleontological Mitigation Plan (pPMP) was prepared for the project. According to the PER/pPMP (dated July 31, 2017), the whole site is mapped mostly as low to high paleontological sensitivity Holocene to upper Pleistocene alluvium of creeks from Corral Hollow Drainage to Brushy Creek. There are no documented paleontological localities within the boundaries of the project limits, and no fossils were discovered during the site visit; however, one Pleistocene locality was reported from within a 1-mile radius of the project area that produced a partial horse tooth.

Environmental Consequences

Construction activities within the project limits may potentially result in significant impacts to paleontological resources if Pleistocene sediments are encountered at some depth during excavation. The project basins and retaining walls will be at a maximum depth of 10 feet. The combined Paleontological Evaluation Report (PER)/preliminary Paleontological Mitigation Plan (pPMP) identified potential impacts to paleontological resources resulting from the project. Based on the findings in the PER/pPMP, project-related construction activities will impact high-sensitivity soils for paleontological resources, especially from the excavation of six retention basins and five retaining walls within the project limits.

Avoidance, Minimization, and/or Mitigation Measures

It is recommended that initial spot-checking will be done during excavation deeper than 5 feet into native sediments for retention basins and retaining walls to check for presence of paleontologically sensitive Pleistocene resources. The preliminary Paleontological Mitigation Plan (pPMP) requires that full-time monitoring will be conducted during excavation into native undisturbed soils of the Great Valley geomorphic province, excluding pile driving, drilling less than 3 feet in diameter. A qualified paleontologist will evaluate the extent of the mitigation effort to take place dependent upon the type and location of excavation. Monitoring will not be conducted during excavations entirely within previously disturbed sediments or artificial fill.

In the event of unanticipated paleontological resource discoveries during project-related construction activities, work will be halted within 25 feet of the discovery until a qualified paleontologist can evaluate the area.

The preliminary Paleontological Mitigation Plan includes the following:

- Prior to earthmoving activities, a qualified paleontologist will provide a worker training program to inform construction personnel of the possibility for fossil discoveries, and will immediately instruct personnel to inform their supervisor if any bones or other potential fossils are unearthed at the project site and a paleontological monitor is not present.

- If a fossil is discovered during construction excavation, the monitor must immediately notify the equipment operator and Resident Engineer to stop work, and then mark the area surrounding the site with flagging until the discovery can be fully explored and evaluated. The paleontological monitor will immediately notify the Resident Engineer, Principal Paleontologist, site project manager, and the Caltrans Task Order Manager. Construction activities in the immediate vicinity of the site will stop until authorization for work to continue is provided by the qualified paleontologist.
- If a concentration of fossils is found, the area will be flagged and the Resident Engineer, site project manager, Caltrans Task Order Manager, and Principal Paleontologist will be notified to determine necessary action. Any action will be communicated to the contractor and Caltrans.
- When scientifically significant fossil discoveries are made by construction monitors, they will be quickly and professionally explored and evaluated in order to minimize construction delays.
- All fossils and bulk matrix samples collected at the project site will be removed to a secure paleontological laboratory for preparation to the point of identification and curation.

If paleontological resources are discovered, a paleontological summary mitigation report will be prepared by a qualified paleontologist to document the processes carried out to comply with the pPMP for activities during construction and for post-construction.

Hazardous Waste and Materials

Affected Environment

An Initial Site Assessment (ISA) was conducted for the project on August 14, 2017. The assessment found that aerially deposited lead (ADL) is known to occur in unpaved areas next to the freeway as a result of exhaust fumes from leaded gasoline (lead gasoline was banned in California in 1992).

The initial site assessment also found that a railroad is present on the parcel next to the Sugar Spur Overhead Bridge (APN: 212-240-08). Railroad properties are known to contain contaminants such as petroleum hydrocarbons (gas and oil), heavy metals, and pesticides.

Environmental Consequences

Soils in the unpaved areas next to the freeway may contain levels of aerially deposited lead above regulatory limits. The parcel next to the Sugar Spur Overhead Bridge (APN: 212-240-08) may contain heavy metals, pesticides, or petroleum hydrocarbons at a level above regulatory limits.

Avoidance, Minimization, and/or Mitigation Measures

The unpaved areas next to the freeway will be sampled and tested for aerially deposited lead during the design phase (Plans, Specifications and Estimate, or PS&E, phase) of the project. Based on the result from the soil testing, the appropriate specification or special provisions will be included in the construction contract to ensure proper soil handing, transport, and disposal.

The parcel next to the Sugar Spur Overhead Bridge (APN: 212-240-08) will also be sampled during the design phase of the project. Based on the result from the soil testing, the appropriate specification or special provisions will be included in the construction contract to ensure proper soil handing, transport, and disposal.

The project may require removal of yellow thermoplastic striping or yellow paint striping, both of which are known to contain high concentrations of lead and chromium. If either of these materials is ground out separately, then the grindings will be tested and properly disposed of. Caltrans Standard Special Provision 14-11.12 (Remove Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue) will be added to the construction contract. A Lead Compliance Plan will be prepared to ensure workers in the area are aware of the potential for lead exposure and proper protective equipment is implemented.

Appendix A Comments and Coordination

Coordination with California Department of Fish and Wildlife

A California Natural Diversity Database list of sensitive species referencing the Lathrop, Union Island, Tracy, Midway, and Clifton Court Forebay 7.5-minute U.S. Geological Survey quadrangles was downloaded on December 19, 2017 and updated on July 28, 2018 (see Appendix B).

Coordination with U.S. Fish and Wildlife Service

On October 5, 2017, the Caltrans biologist obtained a species list from the U.S. Fish and Wildlife Service database for federally threatened or endangered species that could occur in the project area or may be affected by the project. The list was on July 24, 2018 (see Appendix B).

An official U.S. Fish and Wildlife Service Species List pursuant to Section 7 of the Federal Endangered Species Act was provided by the Sacramento office of the U.S. Fish and Wildlife Service on October 5, 2017. The list was updated on July 24, 2018 (see Appendix B).

A request to initiate informal Federal Endangered Species Act-Section 7 Consultation with the Sacramento office of the U.S. Fish and Wildlife Service was transmitted by Caltrans in a correspondence dated November 7, 2017. The U.S. Fish and Wildlife Service received the correspondence and November 2017 Biological Assessment on November 13, 2017.

In an email dated December 5, 2017, Jennifer Schofield of the U.S. Fish and Wildlife Service provided questions and comments on the November 2017 Biological Assessment.

In an email dated December 13, 2017, Caltrans informed Jennifer Schofield of the U.S. Fish and Wildlife Service that the project action area and project scope had been revised. In her email reply of December 14, 2017, Ms. Schofield advised Caltrans that the existing consultation did not need to be withdrawn, and that the U.S. Fish and Wildlife Service recommended updating the Biological Assessment to address the changes if the changes are extensive.

On February 6, 2018, Caltrans received a letter of concurrence for the project from the U.S. Fish and Wildlife Service. That concluded the Service's review of Caltrans' action to construct the project and the Service's consideration of the project's effects on the Central California tiger salamander and the San Joaquin kit fox. No further coordination with the Service under the act is necessary at this time.

Coordination with National Oceanic and Atmospheric Administration

On December 19, 2017, a Fisheries List for the project action area was downloaded by the Caltrans biologist. The project will have no effect on any NOAA Fisheries list species due to lack of habitat within the project limits.

Coordination with Native American Groups

Caltrans policy and procedures ensure that Native American groups are involved in all aspects of identifying, evaluating and treating Native American historic properties or historical resources. Caltrans consults with Native American Tribes early on and continues throughout the life of the project. Native Americans groups' recommendations on the treatment of Native American human remains, associated grave pieces and ritual objects that may be unearthed by Caltrans activities are given maximum consideration.

On February 14, 2017, Caltrans archaeologist Jeffrey Delsescaux sent a request to the Native American Heritage Commission (NAHC) for a search of its Sacred Lands Inventory File and for a current Native American consultation list. No response was received, and a follow-up request was sent on March 23, 2017. A letter response was received from the NAHC on March 23, 2017 from Ms. Sharaya Souza, Staff Services Analyst, that included a response dated February 27, 2017 that reported a negative record search of the Sacred Lands Inventory File and included a Native American contact list.

Coordination with Interagency Consultation and Environmental Protection Agency

As part of the environmental review process, the Caltrans air quality specialist sent a request to Interagency Consultation Partners on May 4, 2017 to concur that the project is not a "Project of Air Quality Concert" and will not result in new violations of federal PM-2.5 and PM-10 air quality standards. On May 8, 2017, the Environmental Protection Agency concurred that the project is not a project of air quality concern.

Circulation of the Draft Environmental Document

On July 25, 2018. One comment was received, see Appendix D.

Appendix B Species Lists

U.S. Fish and Wildlife Service Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To:
Consultation Code: 08ESMF00-2018-SLI-0045
Event Code: 08ESMF00-2018-E-08254
Project Name: 10-1C330 I-205 SMART Corridor Phase 2

July 24, 2018

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2018-SLI-0045

Event Code: 08ESMF00-2018-E-08254

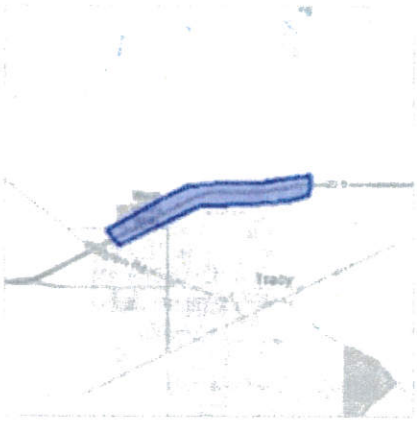
Project Name: 10-1C330 I-205 SMART Corridor Phase 2

Project Type: TRANSPORTATION

Project Description: ITS Improvements on I-205 in Tracy

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.758229432031214N121.45363610138347W



Counties: San Joaquin, CA

Endangered Species Act Species

There is a total of 10 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Riparian Brush Rabbit *Sylvilagus bachmani riparius* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6189	Endangered
San Joaquin Kit Fox *Vulpes macrotis mutica* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2873	Endangered

Reptiles

NAME	STATUS
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location overlaps the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
San Bruno Elfin Butterfly *Callophrys mossii bayensis* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850 Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/436/office/11420.pdf	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Critical habitats

There is 1 critical habitat wholly or partially within your project area under this office's jurisdiction.

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* https://ecos.fws.gov/ecp/species/321#crithab	Final

National Oceanic and Atmospheric Administration – National Marine Fisheries Service Species List

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

Quad Name Lathrop
Quad Number 37121-G3

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) -
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - X
Eulachon (T) -
sDPS Green Sturgeon (T) - X

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -
CH SC Steelhead -
CH CCV Steelhead - X
CH Eulachon -
CH sDPS Green Sturgeon - X

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho -
EFH Chinook - X
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

Quad Name **Union Island**
Quad Number **37121-G4**

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) -
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -
CH SC Steelhead -
CH CCV Steelhead - **X**
CH Eulachon -
CH sDPS Green Sturgeon - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho -
EFH Chinook - X
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

Quad Name Tracy
Quad Number 37121-F4

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) -
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - X
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -
CH SC Steelhead -
CH CCV Steelhead -
CH Eulachon -
CH sDPS Green Sturgeon -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho -
EFH Chinook - X
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

Quad Name Midway
Quad Number 37121-F5

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) -
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - X
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -
CH SC Steelhead -
CH CCV Steelhead -
CH Eulachon -
CH sDPS Green Sturgeon -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho - X
EFH Chinook - X
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

Quad Name Clifton Court Forebay
Quad Number 37121-G5

ESA Anadromous Fish

ESU SONCC Coho (T) -
ESU CCC Coho (E) -
ESU CC Chinook (T) -
ESU CVSR Chinook (T) -
ESU SRWR Chinook (E) -
DPS NC Steelhead (T) -
DPS CCC Steelhead (T) -
DPS SCCC Steelhead (T) -
DPS SC Steelhead (E) -
DPS CCV Steelhead (T) - X
Eulachon (T) -
sDPS Green Sturgeon (T) - X

ESA Anadromous Fish Critical Habitat

CH SONCC Coho -
CH CCC Coho -
CH CC Chinook -
CH CVSR Chinook -
CH SRWR Chinook -
CH NC Steelhead -
CH CCC Steelhead -
CH SCCC Steelhead -
CH SC Steelhead -
CH CCV Steelhead - X
CH Eulachon -
CH sDPS Green Sturgeon - X

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

CH Black Abalone -

10-1C330 SJQ-205 SMART Corridor Phase 2
NOAA-Fisheries List
December 19, 2017

ESA Sea Turtles

Green Sea Turtle (E) -
Olive Ridley Sea Turtle (E) -
Leatherback Sea Turtle (E) -
Loggerhead Sea Turtle (T) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -

Essential Fish Habitat

EFH Coho -
EFH Chinook - X
EFH Groundfish -
EFH Coastal Pelagics -
EFH Highly Migratory Species -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds
See list at left and consult Monica DeAngelis
monica.deangelis@noaa.gov
562-980-3232

MMPA Cetaceans -
MMPA Pinnipeds -

California Natural Diversity Database Species List

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Lathrop (3712173) OR Clifton Court Forebay (3712175) OR Midway (3712165) OR Tracy (3712164) OR Union Island (3712174))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
Alkali Meadow Alkali Meadow	CTT45310CA	None	None	G3	S2.1	
Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Amsinckia grandiflora large-flowered fiddleneck	PDBOR01050	Endangered	Endangered	G1	S1	1B.1
Anniella pulchra northern California legless lizard	ARACC01020	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Asio flammeus short-eared owl	ABNSB13040	None	None	G5	S3	SSC
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T2	S2	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex cordulata var. cordulata heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
Blepharizonia plumosa big tarplant	PDAST1C011	None	None	G1G2	S1S2	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
Bombus occidentalis western bumble bee	IIHYM24250	None	None	G2G3	S1	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Branchinecta mesovallensis midvalley fairy shrimp	ICBRA03150	None	None	G2	S2S3	
Buteo regalis ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Caulanthus lemmonii Lemmon's jewelflower	PDBRA0M0E0	None	None	G3	S3	1B.2
Circus cyaneus northern harrier	ABNKC11010	None	None	G5	S3	SSC
Cirsium crassicaule slough thistle	PDAST2E0U0	None	None	G1	S1	1B.1
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Delphinium californicum ssp. interius Hospital Canyon larkspur	PDRAN0B0A2	None	None	G3T3	S3	1B.2
Delphinium recurvatum recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eremophila alpestris actia California horned lark	ABPAT02011	None	None	G5T4Q	S4	WL
Eryngium racemosum Delta button-celery	PDAPI0Z0S0	None	Endangered	G1	S1	1B.1
Eryngium spinosepalum spiny-sepaled button-celery	PDAPI0Z0Y0	None	None	G2	S2	1B.2
Eschscholzia rhombipetala diamond-petaled California poppy	PDPAP0A0D0	None	None	G1	S1	1B.1
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Great Valley Valley Oak Riparian Forest Great Valley Valley Oak Riparian Forest	CTT61430CA	None	None	G1	S1.1	
Hesperolinon breweri Brewer's western flax	PDLIN01030	None	None	G2?	S2?	1B.2
Hibiscus lasiocarpos var. occidentalis woolly rose-mallow	PDMAL0H0R3	None	None	G5T3	S3	1B.2
Hygrotus curvipes curved-foot hygrotus diving beetle	IICOL38030	None	None	G1	S1	
Hypomesus transpacificus Delta smelt	AFCHB01040	Threatened	Endangered	G1	S1	
Lanius ludovicianus loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Lilaeopsis masonii Mason's lilaeopsis	PDAPI19030	None	Rare	G2	S2	1B.1
Limosella australis Delta mudwort	PDSCR10030	None	None	G4G5	S2	2B.1
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Madia radiata showy golden madia	PDAST650E0	None	None	G3	S3	1B.1
Masticophis flagellum ruddocki San Joaquin coachwhip	ARADB21021	None	None	G5T2T3	S2?	SSC
Masticophis lateralis euryxanthus Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	
Melospiza melodia song sparrow ("Modesto" population)	ABPBXA3010	None	None	G5	S3?	SSC
Navarretia nigelliformis ssp. radians shining navarretia	PDPLM0C0J2	None	None	G4T2	S2	1B.2
Northern Claypan Vernal Pool Northern Claypan Vernal Pool	CTT44120CA	None	None	G1	S1.1	
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Perognathus inornatus San Joaquin Pocket Mouse	AMAFD01060	None	None	G2G3	S2S3	
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Puccinellia simplex California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
Rana boylii foothill yellow-legged frog	AAABH01050	None	Candidate Threatened	G3	S3	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Senecio aphanactis chaparral ragwort	PDAST8H060	None	None	G3	S2	2B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G3	S3	SSC
Spergularia macrotheca var. longistyla long-styled sand-spurrey	PDCAR0W062	None	None	G5T2	S2	1B.2
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	SSC
Sylvilagus bachmani riparius riparian brush rabbit	AMAEB01021	Endangered	Endangered	G5T1	S1	
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Thaleichthys pacificus eulachon	AFCHB04010	Threatened	None	G5	S3	
Trichocoronis wrightii var. wrightii Wright's trichocoronis	PDAST9F031	None	None	G4T3	S1	2B.1
Tropidocarpum capparideum caper-fruited tropidocarpum	PDBRA2R010	None	None	G1	S1	1B.1
Valley Sink Scrub Valley Sink Scrub	CTT36210CA	None	None	G1	S1.1	
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Vulpes macrotis mutica San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	
Xanthocephalus xanthocephalus yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 68

Appendix C Letter of Concurrence from the USFWS

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Suite W-2605
Sacramento, California 95825-1846

In Reply Refer to:
08ESMF00-
2018-I-0433

FEB 06 2018

Ben Broyles
Chief, Northern San Joaquin Valley Environmental Specialist Branch
California Department of Transportation, District 10
1976 E. Dr. Martin Luther King Jr. Blvd.
Stockton, California 95205

Subject: Informal Consultation for the Interstate-5 SMART Corridor Phase 2 Project, San Joaquin County, California (California Department of Transportation 10-SJ-205- PM R4.5/R9.0; EA 10-1C330)

Dear Mr. Broyles:

This is the U.S. Fish and Wildlife Service's (Service) response to the California Department of Transportation's (Caltrans) letter requesting the initiation of informal consultation on its action to construct the proposed Interstate-5 (I-5) Safety, Mobility, and Automated Real-Time Traffic Management (SMART) Corridor Phase 2 Project (project) in San Joaquin County, California.

Caltrans has assumed the Federal Highway Administration's (FHWA) responsibilities for informal section 7 consultation per the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*)(Act), in accordance with 23 U.S.C. 327, and as described in the *Memorandum of Understanding* (MOU) *between the FHWA and Caltrans concerning the State of California's participation in the Surface Transportation Project Delivery Program pursuant to 23 U.S.C. 327* (renewed on December 23, 2016 for a term of five years). The MOU allows Caltrans to assume the FHWA's environmental responsibilities for highway projects in California under the National Environmental Policy Act (NEPA) and other Federal laws.

Pursuant to 50 CFR 402.12(j), you submitted a letter, dated November 7, 2017, which we received in this office on November 13, 2017, along with a biological assessment for our review; you requested concurrence with the findings presented therein. You later informed us that changes had been made to the project scope and action area; therefore, you submitted a revised letter, dated January 16, 2018, which we received in this office on January 18, 2018, along with an updated biological assessment. These findings concluded that the proposed project may affect, but is not likely to adversely affect the Central California Distinct Population Segment of the federally-threatened California tiger salamander (*Ambystoma californiense*, central California tiger salamander) or the federally-endangered San Joaquin kit fox (*Vulpes macrotis mutica*). These findings also concluded that the project will have no effect on critical habitat for the federally-threatened delta smelt (*Hypomesus transpacificus*).

In considering your request, we based our evaluation on the following: (1) Caltrans' January 16, 2018 letter and its updated January 2018 *SJ-205 SMART Corridor-Phase 2 Biological Assessment*; (2) email correspondence between the Service and Caltrans; and (3) other information available to the Service.

Description of the Action

Caltrans proposes to install seven ramp metering systems (RMS), one at each on-ramp along an approximately 4.5 mile (mi) segment of I-205 (postmiles [PM] R4.5 - 9.0) in the City of Tracy in San Joaquin County; these will automatically control vehicle access onto the freeway system during peak traffic times. Caltrans also will install a variety of other Intelligent Traffic System (ITS) features, including seven closed-circuit television (CCTV) cameras, high occupancy vehicle (HOV) preferential lanes, and California Highway Patrol (CHP) and maintenance vehicle pullouts (MVP). ITS features are a combination of hardware and communication technologies that make transportation systems operate more efficiently and safely. This project is Phase 2 of the traffic management system (TMS) improvements identified for the I-205 corridor. Phase 1 of the TMS improvements were addressed in a separate consultation, for which the Service issued a biological opinion to Caltrans on January 29, 2015 (Service file number 08FBDT00-2015-F-0002). Phase 1 activities included the installation of RMS, CCTV, MVPs, HOV lanes, roadway weather information systems (RWIS), and a fiber optic cable network. The current Phase 2 project will provide any final connections to this fiber optic network system. The connections will facilitate high speed communications of traffic data and video to the Caltrans District 10 Traffic Management Center.

The purpose of the project is to alleviate recurring peak hour traffic congestion by maximizing mobility, enhancing safety, improving the reliability of travel times, and reducing accidents along this segment of I-205. By giving drivers accurate, real-time information, along with managing traffic entering the highway, I-205 will be optimized to move vehicles and people in a safer and more efficient manner, without requiring the construction of new roads. The corridor will be managed as one integrated system.

The overall scope of work will include roadway widening, excavation, drainage work (installing retention basins, side ditches, and culverts), structures work (widening bridge decks, reducing abutments, installing retaining walls), soundwall installation, erosion control, and possible utility relocation. Additional right-of-way (ROW) will be necessary to accommodate the drainage work, ramp widening, and mainline merging.

Construction activities at the seven on-ramp locations include:

<u>Westbound on-ramp at Grant Line Road – PM R5.11:</u>

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 foot (ft.) wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad;
- Constructing a retaining wall at the MVP.

<u>Eastbound on-ramp at Grant Line Road – PM R5.57:</u>

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 ft. wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad;
- Constructing an approximately 1,200 ft. long retaining wall at the edge of the new HOV lane;

- Constructing three retention basins (#1-3);
- Widening the eastbound Corral Hollow Undercrossing (UC) structure to 15 ft.;
- Reducing the abutment slope of the eastbound Corral Hollow UC so that the retaining wall can be installed; the wall will be situated approximately 15 ft. from the edge of pavement.

Westbound on-ramp at Naglee Road – PM R5.21:

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 ft. wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad.

Westbound on-ramp at Tracy Road – PM R6.84:

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 ft. wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad;
- Constructing an approximately 1,000 ft. long retaining wall around the MVP and at the edge of the new HOV lane;
- Constructing a retention basin (#4).

Eastbound on-ramp at Tracy Road – PM R7.21:

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 ft. wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad;
- Removing the existing retaining wall and constructing an approximately 2,000 ft. new retaining wall at the edge of the new HOV lane;
- Constructing a retention basin (#5);
- Reducing the abutment slope of the Holley Drive Overcrossing (OC) so that the retaining wall can be installed; the wall will be situated approximately 15 ft. from the edge of pavement.

Westbound on-ramp at MacArthur Drive – PM R7.97:

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 ft. wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad;
- Widening the Sugar Spur Overhead structure by 10 ft., including decks, columns, and abutment;
- Constructing a side ditch.

Eastbound on-ramp at MacArthur Drive – PM R8.28:

- Installing a RMS;
- Construct merging lanes to comply with ramp metering standards;
- Installing a CCTV camera;
- Constructing a 12 ft. wide HOV lane to comply with ramp metering standards;
- Constructing a 12 ft. wide CHP and MVP pad;
- Constructing an approximately 400 ft. retaining wall at the MVP and CHP;
- Constructing a retention basin (#6).

RMS

The ramp metering hardware elements include signal heads and standards, traffic detectors, controller assemblies, advance warning devices, and communication systems. The signals will be installed either via roadside mounting or overhead-mounting using mast arms. The installation of the ramp meter signals and controller cabinets will require roadway and/or shoulder excavation and/or trenching in order to place the hardware and to provide power service and connections to the RMS components. Inductive loop detectors also will be installed and will require shallow excavation of the roadbed and adjacent shoulder; these are used for traffic detection at freeway on-ramps to gather the speed, volume, and occupancy data necessary to monitor freeway performance and establish metering rates. Caltrans will make all efforts to utilize electrical service points within its existing ROW, but temporary construction easements may be required to access electrical service points for power.

HOV Lanes, Merging Lanes, and Pullouts

Caltrans will construct HOV preferential lanes at all seven on-ramp locations, along with MVPs and CHP pullouts. A preferential lane at a metered entrance on-ramp encourages ridesharing, thereby reducing congestion. Construction of these lanes and pullouts will require widening the existing on-ramp, which will involve excavation and fill, drainage modifications, utility relocation, and the acquisition of additional ROW. Because of the tight diamond interchange configurations at certain locations, widening the ramps is likely to require the construction of retaining walls at five of the seven on-ramp sites (westbound and eastbound Grant Line Road, westbound and eastbound Tracy Road, and eastbound MacArthur Drive).

Structure Widening at Sugar Spur Overhead, Holly Drive OC, and Corral Hollow UC

The existing Sugar Spur Overhead is composed of two structures: one in the eastbound direction, and one in the westbound direction. The deck of the westbound structure will be widened to the north by approximately 10 ft. in order to accommodate the new HOV lane at the MacArthur westbound on-ramp. Widening the overhead structure likely will require additional support piles/columns. At this time it is unknown whether the new columns will be installed via pile driving or will be cast in a drilled hole, but either way, they will be constructed along the same line as the existing columns. Temporary falsework and scaffolding will be utilized.

The existing Holly Drive OC is a single structure supported by a concrete bent-wall in the median of I-205. The southern abutment slope of the Holly Drive OC will be reduced (steepened to nearly vertical) and in its place a new retaining wall will be constructed. There is a gap in the retaining walls running east and west of the southern abutment. These existing retaining walls will be removed and reconstructed and the gap will be filled-in via the new retaining wall; the toe of the new retaining

wall will be situated approximately 15 ft. from the edge of the travelled way. Widening activities will not require additional piles, columns, or bents.

The existing Corral Hollow UC is a free-span and is not currently supported by piles/columns; it is composed of two structures, one in the eastbound direction, and one in the westbound direction. The eastbound structure of the Corral Hollow UC will be widened to the south to approximately 15 ft. The eastbound abutment slope of the Corral Hollow UC will be reduced (steepened to nearly vertical) and in its place a new retaining wall will be constructed. Widening activities will not require additional piles or columns.

Staging Areas

On-site construction staging plans have not yet been identified. Designated areas for equipment storage, maintenance, vehicle parking, materials stockpiling, and other project-related activities will be established and may include the central median of the highway and/or the cloverleaf areas of the interchanges, but actual locations will depend on Caltrans' decisions during the final phases of project design, and after the construction contractor is hired. For the purpose of this project, all staging areas will occur within the project footprint, as described on page 8 of this document under the Action Area heading.

K-rail Barriers

Temporary k-rail barriers will be installed for the purposes of traffic control and crew safety. Further details regarding the configuration of the structures on-site are unknown at this time.

Scheduling

Caltrans anticipates beginning work sometime in the 2021 construction season. Preliminary estimates suggest that activities at each of the seven on-ramp locations will require 35 working days to complete; accordingly, the project as a whole is anticipated to take approximately 245 working days. At an average of 22 working days per month, construction is expected to take approximately one year to complete. The majority of project construction activities are expected to occur during nighttime hours due to recurring AM and PM peak hour congestion; accordingly, nighttime work will be necessary in order to reduce construction-related traffic delays to the traveling public; however, at this stage in the project design, specific details regarding night work are unknown.

Conservation Measures

Caltrans and its contractor will implement the following measures to reduce the potential for adverse effects to the central California tiger salamander and the San Joaquin kit fox. For the purpose of this consultation, a "qualified biologist," as referenced in this document, refers to an individual who, at a minimum, holds a four-year degree in a relevant biological field and who has demonstrated knowledge of, and experience with, these species.

Both Species:

1. Prior to the start of construction, high visibility temporary fencing (of a type/design that will not entangle either of the species) will be installed around the perimeter of environmentally sensitive areas (ESA) located outside of the project footprint, i.e., aquatic and upland areas, in order to ensure that construction equipment and personnel do not enter these locations.

ESA provisions will be implemented as a first order of work and will remain in place until all construction activities are completed.

2. Standard construction best management practices (BMPs) (Caltrans, 2003) will be implemented throughout the course of construction. Project-specific BMPs will address, among other things, soil stabilization, sediment control, wind erosion control, vehicle tracking control, non-storm water management, and waste management practices. Caltrans personnel and the contractor will perform routine inspections of the construction area to verify that BMPs are being properly implemented and maintained, and are operating effectively and as designed.

3. Prior to the start of work, a qualified biologist(s) will provide worker environmental awareness training for all construction personnel, including contractors, subcontractors, and contractors' representatives, covering the status of the central California tiger salamander and the San Joaquin kit fox, how to identify the species and their habitats, and the importance of avoiding impacts to the species. New construction personnel who are added to the project after the training is first conducted also will be required to take the training. Documentation of the training, including sign-in sheets, will be kept on-file.

4. Project-related vehicle traffic will be restricted to established roads and construction areas. Construction of access road will occur only when necessary. All project-related vehicles will observe a daytime speed limit of no more than 20 mi per hour (mph) and a nighttime speed limit of no more than 10 mph in all project areas, except on the highway.

5. To prevent the inadvertent entrapment of the central California tiger salamander, the San Joaquin kit fox, or other animals during construction, all excavated, steep-walled holes or trenches measuring more than 6 inches deep either will be covered at the close of each working day using plywood or similar materials (without openings), or will be provided with one or more escape ramps constructed of earth fill or wooden planks in the event that the holes/trenches cannot be fully covered. All holes or trenches will be checked daily for trapped wildlife. Before such holes or trenches are filled, they will be thoroughly inspected for trapped wildlife.

6. All construction pipes, culverts, or similar structures that are stored on the construction site for one or more overnight periods will be thoroughly inspected for the central California tiger salamander and San Joaquin kit fox before burying, capping, or otherwise using the structures. If either species is discovered during this inspection, the structure will not be disturbed until the individual leaves of its own accord.

7. All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed daily from the project site in order to reduce the potential for attracting predator species.

8. To eliminate the potential for harassment or injury to, or death of, any species resulting from the presence of pets and firearms, neither (with the exception of firearms carried by authorized law enforcement officials) will be allowed on the project site.

9. Use of herbicides and rodenticides, including fumigation and poison bait, will be prohibited.

10. To avoid entangling the species, erosion control methods will not utilize plastic, monofilament, jute, or similarly tightly woven fiber netting or other such materials.

Acceptable substitutes include coconut coir matting, tackified hydro-seeding compounds, or other similar materials.

11. The use of artificial lighting on-site will be limited, except when necessary for construction, or for driver and pedestrian safety. Any artificial lighting used during construction, particularly at night, will be confined to areas within the construction footprint in order to minimize its effects on the species.

12. Any new sightings of the central California tiger salamander and/or the San Joaquin kit fox will be reported to the California Natural Diversity Database (CNDDB). A copy of the reporting form and a topographic map clearly marked with the location of the observation also will be provided to the Service.

13. In order to control erosion and restore habitat value, all areas within the project footprint that are disturbed during construction will be re-contoured and stabilized as soon possible; areas will be revegetated via hydro-seeding with an appropriate, weed-free native plant seed mixture following the completion of construction.

Central California tiger salamander:

1. A qualified biologist(s) will conduct a preconstruction visual survey of the project site no more than 14 days prior to the beginning of ground disturbance or other general construction activities that could affect the central California tiger salamander. The survey will pay particular attention to detecting any burrows that could be used as refugia by the species. If any burrows are discovered, they will be flagged or otherwise marked, and avoided by at least 50 ft. If the burrows cannot be avoided, Caltrans will contact the Service to discuss additional measures that may be needed.

2. In the unlikely event that evidence of central California tiger salamander occupancy or use is detected during preconstruction surveys, or during construction, a qualified biologist(s) will be present on-site during all ground-disturbing construction-related activities to monitor for the species.

    a. When not present on-site, a qualified biologist(s) will be available on-call during all construction periods in the event of sightings of the central California tiger salamander on-site or in the vicinity of the project footprint.

3. No construction activities will be conducted in upland or aquatic habitat areas where the central California tiger salamander may occur if 1) it is raining, 2) there is a greater than 70 percent chance of rain based on the National Oceanic and Atmospheric Administration's National Weather Service forecast on any given work day, or 3) within 48 hours following a rain event greater than 0.25 inch.

4. Silt fencing will be installed in the upland areas immediately adjacent to suitable aquatic habitat for the central California tiger salamander in order to prevent soil and debris from entering the pools, and to keep equipment and construction personnel from encroaching on these areas. Fencing will be buried at least six inches below ground to prevent the species from attempting to burrow, or move under the fence.

San Joaquin kit fox:

1. Preconstruction surveys will be performed by a qualified biologist(s) no more than 30 days prior to the beginning of ground disturbance and/or construction activities. These surveys will be conducted throughout the project footprint, as well as within accessible areas up to 200 ft. outside of the project footprint. Results will be submitted to the Service and will identify any potential dens or other evidence of the species' occupancy or use.

2. In the unlikely event that evidence of San Joaquin kit fox occupancy or use is detected during preconstruction surveys, or during construction, a qualified biologist(s) will be present on-site during all ground-disturbing construction-related activities to monitor for the species.

    a. When not present on-site, a qualified biologist(s) will be available on-call during all construction periods in the event of sightings of the San Joaquin kit fox on-site or in the vicinity of the project footprint

3. Although no potential or known dens currently have been identified in the project footprint, or within 200 ft. of the footprint, disturbance to any potential or known dens that become established either in the period leading up to the start of, or during, construction will be avoided.

    a. Potential and atypical dens that are located at least 50 ft. from construction will be protected with a 50 ft. zone. Known dens that are located at least 100 ft. from construction will be protected with a 100 ft. zone. In instances where 50 ft. or 100 ft. exclusion zones cannot be maintained, potential and/or known dens will be monitored; once these dens are verified to be unoccupied, they will be blocked temporarily (via sandbagging or installation of a one-way door) for the duration of the project.

    b. If a natal/pupping den is discovered either within the project footprints or within 200 ft. of the footprint, Caltrans will notify the Service immediately.

Action Area

The action area is defined in 50 CFR 402.02, as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action." The action area is composed of the project footprint, which is the area impacted by construction-related activities (i.e., placement of project features, cut/fill, and vegetation removal), and by equipment and personnel (i.e., access, operations, storage, and staging). The footprint encompasses: 1) an approximately 4.5 mi long segment of I-205 in both westbound and eastbound directions; 2) land located within the interchange loops as well as immediately adjacent to the highway (within Caltrans' ROW), consisting of ruderal/non-native annual grassland, agricultural, pasture, and urban/ornamental habitats; and 3) aquatic features situated within the ROW, consisting of seasonally saturated/inundated drainage swales and depressions, and several municipal canals/ditches. The action area also includes land extending approximately 200 ft. from the edge of the project footprint, which will experience further-reaching effects of construction activities such as noise and visual disturbance.

Effects Analysis

Habitat Description

Aquatic habitats within the action area consist of seasonally saturated or seasonally inundated drainage swales and depressions located at stormwater culvert outfall areas; part of the concrete-lined municipal canal that crosses under I-205 next to the Southern Pacific Railroad (SPRR) line; and part of the concrete-lined and earthen municipal drainage ditch located on the south side of I-205 and east of the SPRR line. The only two areas of seasonally ponded surface water with hydro-periods long enough to sustain central California tiger salamander larval development are situated at stormwater culvert outfalls located on the north and south sides of I-205, just west of Tracy Avenue. Aquatic habitats outside of the action area consist of features similar to those situated within the action area, namely urban and agricultural drainage and irrigation ditches, as well as seasonal ponds and seasonally inundated depressions.

Upland habitats within the action area consist of ruderal areas and non-native annual grasslands (along highway shoulders, in undeveloped/ uncultivated open spaces, on highway embankment slopes, and in interchange loops), urban and ornamental plantings (along highway embankment slopes, and in interchange 'clover-leaf' areas), pasture (adjacent to the highway), and irrigated row- and field-crop agricultural lands (adjacent to the highway). Upland areas situated outside of the action area consist of the same types of habitats, but also include heavily urbanized areas, i.e., development associated with the City of Tracy (commercial, residential, and industrial).

Within the project footprint, there is ongoing disturbance due to traffic and highway-related maintenance and roadside management activities; consequently, habitat within the footprint, particularly those areas along the edges of the highway, is disturbed and of poor quality.

Surveys

According to the CNDDB (2018), there are no records for either the central California tiger salamander or the San Joaquin kit fox within the action area. The closest two central California tiger salamander records are situated approximately 5.8 mi from the west end of the action area; the first is located to the west and dates from 1991, and the second is located to the south and includes multiple observations of eggs, larvae, and adults made between 1975 and 2012. The closest San Joaquin kit fox record is situated approximately 3.7 mi southeast of the west end of the action area, and dates from 1991. Eight additional records for the San Joaquin kit fox (all located in the Tracy United States Geological Survey 7.5-minute quad) are scattered within approximately 9.4 mi south of the west end of the action area; these date from between 1973 and 1991.

Caltrans' biologists conducted wetland delineations, rare plant surveys, botanical inventories, wildlife habitat surveys, and reconnaissance-level wildlife surveys on May 23, June 8, July 19, and August 10, 2017, to assess habitat and to determine the potential for the central California tiger salamander and the San Joaquin kit fox to occur in the project footprint. No central California tiger salamanders were observed during these survey efforts, and neither were any San Joaquin kit foxes, dens, or other associated sign observed within the action area during these same efforts. Within the footprint, potential aquatic habitat for the central California tiger salamander was identified in areas of seasonally ponded surface water at highway stormwater culvert outfalls located on the north and south sides of I-205. Potential upland habitat for the central California tiger salamander, as well as potential foraging and denning habitat for the San Joaquin kit fox was identified in the form of grasslands and grazed pastures. Numerous small mammal type burrows, including those excavated by California ground squirrels (*Otospermophilus beecheyi*), were detected throughout the action area,

primarily immediately adjacent to I-205 and within the interchange loops. Their presence indicates a potential prey source for the San Joaquin kit fox.

Habitat Impacts

Within the project footprint, there is a total of approximately 7.34 acres (ac) of suitable central California tiger salamander habitat (1.02 ac of aquatic breeding habitat and 6.32 ac of upland habitat). There will be a permanent loss of 0.59 ac of suitable aquatic habitat for the species (approximately 58 percent of the total amount of suitable aquatic habitat), stemming from modifications made to one of the existing retention basins. Although no permanent fill will be used in the basin, it is expected that the basin will no longer possess a hydro-period of sufficient duration necessary for supporting breeding individuals. No temporary disturbance to aquatic habitat is anticipated. Widening activities associated with constructing the HOV lane at the westbound on-ramp at Tracy Road, as well as activities associated with constructing the new retention basin (i.e., clearing, grading, and seeding with vegetation, which is located north of westbound I-205 and west of Tracy Road, will temporarily disturb 6.09 ac of suitable upland habitat (approximately 96 percent of the total amount of suitable upland habitat); no permanent loss of upland habitat is anticipated.

Within the project footprint, there is a total of approximately 10.88 ac of suitable foraging habitat for the San Joaquin kit fox. Widening activities associated with constructing the HOV lanes at various on-ramps will result in a permanent loss of 0.27 ac of this habitat (approximately 2.5 percent of the total amount). There also will be temporary disturbance to 9.07 ac (approximately 83 percent of the total amount) as a result of construction equipment operating within areas situated approximately 10 ft. out from the limits of cut-and-fill, as well as activities associated with constructing the new retention basins (i.e., clearing, grading, and seeding) that are situated to the north of westbound I-205 west of Tracy Road, south of I-205 just east of Tracy Road, and south of I-205 just east of MacArthur Drive. Although certain construction activities, such as the addition of the HOV lanes, are expected to result in the destruction of an undetermined number of existing small mammal type burrows, none of these burrows were identified by Caltrans as being used by the San Joaquin kit.

These effects to habitat are unlikely to result in adverse effects to the central California tiger salamander or the San Joaquin kit fox for the following reasons:

1) The action area is highly disturbed and fragmented by the heavily travelled I-205, as well as by other high-density roadways, neighboring agriculture, urban development, and ongoing highway and ROW maintenance activities; consequently, the quality of suitable aquatic and upland habitats within the footprint is poor and is unlikely to support either species.

2) No individual animals or associated sign were detected during the 2017 reconnaissance-level surveys, and there have not been any species sightings documented within, or in very close proximity to, the action area in recent years (i.e., nothing later than 2012 in the CNDDB for the Tracy area).

3) Although the project is located within a satellite recovery areas for the San Joaquin kit fox (i.e., S1: Alameda, Contra Costa, and San Joaquin Counties) (Service, 2010), the subpopulation trend for the species within this recovery unit is critical. In S1, the species has declined, and there is no known breeding occurring. Also, the project is situated far north of the region around the I-5/SR 152/SR 33 junctions, which over the years, has become a pinch point for the north-south movement of the San Joaquin kit fox along the western side of the San Joaquin Valley. The past development of the San Luis Reservoir, the O'Neill

Forebay, the California Aqueduct, Delta-Mendota Canal, Outside Canal, Los Banos Reservoir, as well as the commercial and residential development around Santa Nella, and the I-5, SR 152, and SR 33 highways themselves, have created considerable barriers to the north-south movement of the San Joaquin kit fox in, and beyond this region. Accordingly, the likelihood that the species occurs within the action area, which is located considerably further north of this pinch-point, is low.

4) The amount of loss of, and disturbance to, habitat suitable for both species is small-scale relative to the amount of suitable habitat within the surrounding areas.

Other Construction Activities

Adverse effects to individual central California tiger salamanders and San Joaquin kit foxes from interactions with project-related equipment/vehicles, structures, and construction crews during both daytime and nighttime work are unlikely to occur given that Caltrans will implement its proposed conservation measures such as preconstruction surveys, worker environmental awareness training, project monitoring, fence installation, entrapment avoidance, and lower nighttime speed limits, all of which will reduce any potential effects to the species.

Determination

The Service concurs with Caltrans' conclusion that the action may affect, but is not likely to adversely affect the central California tiger salamander or the San Joaquin kit fox because the potential for the action to affect either species is discountable; additionally, the anticipated effects to habitat are insignificant and do not reach the scale where take occurs. This conclusion is based on the reasons described in the previous section.

Closing Statement

This concludes the Service's review of Caltrans' action to construct the I-205 SMART Corridor Phase 2 Project and the Service's consideration of the project's effects on the central California tiger salamander and the San Joaquin kit fox. No further coordination with the Service under the Act is necessary at this time. Note that take of listed species is not exempted from the prohibitions described under section 9 of the Act. If conditions change so that the project may adversely affect listed species, initiation of formal consultation, as provided in 50 CFR 402.14, is required.

If you have questions regarding this letter, please contact Jen Schofield (jen_schofield@fws.gov) or me (patricia_cole@fws.gov) at the letterhead address, by email, or at (916) 414-6544.

Sincerely,

Patricia Cole

Patricia Cole
Chief, San Joaquin Valley Division

cc:
Robert Stanley, California Department of Fish and Wildlife, Napa, California

Literature Cited

California Department of Transportation (Caltrans). 2003. Storm Water Quality Handbooks, Construction Site Best Management Practices Manual. Caltrans Publication Distribution Unit, Sacramento, California. March 2003. 257 pp.

California Natural Diversity Database (CNDDB). 2018. Natural Heritage Division, California Department of Fish and Wildlife. RareFind 5. Sacramento, California. Accessed January 22, 2018.

U.S. Fish and Wildlife Service. 2010. San Joaquin Kit Fox (*Vulpes macrotis mutica*) 5-Year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. 121 pp.

Appendix D Farmland Conversation Impact Rating

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date of Land Evaluation Request 8/7/18	4. Sheet 1 of 1
1. Name of Project State Route 205 Smart Corridor Phase 2	5. Federal Agency Involved	
2. Type of Project Install ITS	6. County and State	
PART II *(To be completed by NRCS)*	1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES ☐ NO ☐	4. Acres Irrigated	Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*		Alternative Corridor For Segment			
		Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly		1.397			
B. Total Acres To Be Converted Indirectly, Or To Receive Services					
C. Total Acres In Corridor		1.397			
PART IV *(To be completed by NRCS) Land Evaluation Information*					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)*					
PART VI *(To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))*	Maximum Points				
1. Area In Nonurban Use	15	0			
2. Perimeter In Nonurban Use	10	0			
3. Percent Of Corridor Being Farmed	20	0			
4. Protection Provided By State And Local Government	20	0			
5. Size of Present Farm Unit Compared To Average	10	3			
6. Creation Of Nonfarmable Farmland	25	25			
7. Availability Of Farm Support Services	5	3			
8. On-Farm Investments	20	0			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	31	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	31	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	31	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Person Completing this Part: PD — DATE 8/7/18

NOTE: Complete a form for each segment with more than one Alternate Corridor

Appendix E Comments and Responses

This appendix contains the comments received during the pubic circulation and comment period from June 22, 2018 to July 21, 2018. A Caltrans response follows each comment presented.

Comment from the State Clearinghouse

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

July 25, 2018

Jennifer Lugo
California Department of Transportation, District 6
855 M St, Suite 200
Fresno, CA 93201

Subject: Interstate 205 Smart Corridor Project Phase 2
SCH#: 2018062052

Dear Jennifer Lugo:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 24, 2018, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
1-916-322-2318 FAX 1-916-558-3184 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2018062052
Project Title Interstate 205 Smart Corridor Project Phase 2
Lead Agency Caltrans #6

Type MND Mitigated Negative Declaration

Description Caltrans proposes to install seven ramp-metering systems and seven closed-circuit television cameras on I-205 from PM R4.5 to R9.0 in the city of Tracy in San Joaquin County. In addition, high-occupancy vehicle preferential lanes, along with CHP and maintenance vehicle pullout pads, would be constructed at all seven ramp locations. The project involves structures work, replacing existing soundwall east of Holly Dr along the merging lane, erosion control, and possible utility relocation. To provide additional drainage capacity, the project would acquire additional ROW and construct six retention basins within the project limits.

Lead Agency Contact

Name Jennifer Lugo
Agency California Department of Transportation, District 6
Phone 559-445-6172 **Fax**
email
Address 855 M St, Suite 200
City Fresno **State** CA **Zip** 95201

Project Location

County San Joaquin
City Tracy
Region
Lat / Long
Cross Streets Grant Line Rd and Tracy Blvd
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 580, 5
Airports
Railways Altamont Corridor, UP
Waterways
Schools Jacobson ES
Land Use vacant land/Interstate

Project Issues Biological Resources; Toxic/Hazardous; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; California Highway Patrol; Regional Water Quality Control Bd., Region 5 (Sacramento); Delta Protection Commission; Delta Stewardship Council; Native American Heritage Commission; Public Utilities Commission

Date Received 06/25/2018 **Start of Review** 06/25/2018 **End of Review** 07/24/2018

Note: Blanks in data fields result from insufficient information provided by lead agency.

Response to Comments from the State Clearinghouse

The State Clearinghouse letter acknowledges that Caltrans has complied with the review requirement for draft environmental documents, pursuant to the California Environmental Quality Act. One agency submitted comments directly to the State Clearinghouse, the Central Valley Regional Water Quality Control Board. Their comment and a Caltrans response is located below.

Comments from the Central Valley Regional Water Quality Control Board

Water Boards

Central Valley Regional Water Quality Control Board

17 July 2018

Jennifer Lugo
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721

CERTIFIED MAIL
91 7199 9991 7039 6992 6021

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, INTERSTATE 205 SMART CORRIDOR PHASE 2 PROJECT, SCH# 2018062052, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 25 June 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Interstate 205 Smart Corridor Phase 2 Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38. 1

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. 1

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality. 2

II. Permitting Requirements

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

2

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

3

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

3

Waste Discharge Requirements – Discharges to Waters of the State
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)
R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

4

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits. 5

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit 5

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Senior Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Response to the Central Valley Regional Water Quality Control Board Control Board-July 17, 2018

Thank you for your comments.

Response to Comment #1: This project will not pose a threat to the water quality objectives identified in the Basin Plan of the Central Valley Regional Water Quality Control Board.

Response to Comment #2: This project discharge will not violate antidegradation policies of the State of California. Temporary Construction Site Best Management Practices will be employed consistent with Construction General Permit NPDES Order Number CAS000002 or Caltrans' Statewide MS4 NPDES Permit Number CAS000003. If industrial permits are necessary for this project, they will be obtained.

Response to Comment #3: The project will not involve discharge to federal (404) waters and therefore does not require 401 certifications. In addition, the project will not require a 1600 CDFW permit. Since no isolated wetlands exist, project does not require waste discharge permit, can conduct work under NPDES permit.

Response to Comment #4: The project will not require de-watering. Property on project will not be used for commercial irrigated agricultural.

Response to Comment #5: This project will obtain dewatering permits as needed. If this project needs an NPDES Permit, it will obtain proper coverage.

List of Technical Studies

Air Quality Technical Study Memorandum—August 2017

Noise Study Memorandum—June 2017

Water Quality Memorandum—June 2017

Natural Environment Study—September 2017

Biological Assessment—October 2017

Letter of Concurrence—February 2018

Floodplain Evaluation Report Summary—December 2017

Initial Site Assessment—August 2017

Scenic Resource Evaluation/Visual Assessment—March 2018

Paleontological Evaluation Report & Preliminary Paleontological Mitigation Plan—July 2017

The following technical study has been removed due to confidentiality:

Historical Property Survey Report—March 2018

Archaeological Survey Report—March 2018

Legal authority to restrict cultural resource information can be found in California Government Code Sections 6254.10 and 6254 (r), California Code of Regulations Section 1512 (d); and Section 304 of the National Historic Preservation Act of 1966.