

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SR99/Commercial Ave Interchange

Resolution LPP-P-2021-14B

(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 *SR99/Commercial Ave Interchange*, effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Tulare County Association of Governments (TCAG)*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 3, 2020 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *SR99/Commercial Ave Interchange*, 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 G-20-79, "Adoption of Program of Projects for the Local Partnership Program", dated December 3, 2020
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ 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 Local Partnership Program (Competitive), 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 The TCAG agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans agrees to report to Caltrans 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 The 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

The state will not cover costs in the event of a cost overrun.

Attachments:

Exhibit A: Project Programming Request Form

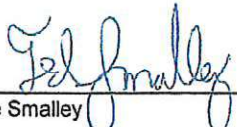
Exhibit B: Project Report

11:30pm

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

SR99/Commercial Ave Interchange


Resolution LPP-P-2021-14B



Theodore Smalley
Date 4-27-21

Executive Director - TCAG

Project Applicant



Diana Gomez
Date 4-28-21

Caltrans District 6 Director


Implementing Agency



Diana Gomez
Date 4-28-21

District Director


California Department of Transportation



Toks Omishakin
Date 6.3.21

Director

California Department of Transportation



Mitchell Weiss
Date 07/07/21

Executive Director

California Transportation Commission

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	04/26/2021 16:50:08
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
06	0U880	0616000074	6940	Tulare County Association of Governments		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Tulare	99	26.300	27.600			
				MPO	Element	
				TCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Hussein Senan			559-243-3586	hussein.senan@dot.ca.gov		

Project Title

SR99/Commercial Ave Interchange Project

Location (Project Limits), Description (Scope of Work)

In Tulare County near the City of Tulare at Commercial Avenue and State Route 99 between 0.9 mile north of Avenue 200 OC and Paige Avenue OC; Construct new interchange and construct north and south bound auxiliary lanes

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	26	Senate:	16	Congressional:	22
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	03/09/2017	03/09/2017
Circulate Draft Environmental Document Document Type ND/MND	12/21/2018	06/12/2019
Draft Project Report	12/21/2018	12/21/2018
End Environmental Phase (PA&ED Milestone)	06/10/2019	06/12/2019
Begin Design (PS&E) Phase	06/17/2019	06/19/2019
End Design Phase (Ready to List for Advertisement Milestone)	03/01/2022	03/01/2022
Begin Right of Way Phase	12/01/2019	12/01/2019
End Right of Way Phase (Right of Way Certification Milestone)	02/01/2022	02/01/2022
Begin Construction Phase (Contract Award Milestone)	09/01/2022	09/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2025	07/01/2025
Begin Closeout Phase	08/01/2025	05/05/2026
End Closeout Phase (Closeout Report)	07/01/2027	07/02/2029

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Purpose and Need

Existing interchange at Paige Road will deteriorate to LOS F within the 20 year design period. Improved access to the nearby Agricultural Center Complex is needed to handle the anticipated increase in traffic volumes.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Freeway ramp meters	EA	2
ADA Improvements	New sidewalk	LF	11,000
TMS (Traffic Management Systems)	TMC interconnect projects	EA	1
TMS (Traffic Management Systems)	Closed circuit television cameras	EA	5
Active Transportation	Sidewalk miles	Miles	2.1
Pavement (lane-miles)	Auxiliary lane constructed	Miles	0.6
Active Transportation	Bicycle lane-miles	Miles	2.1
TMS (Traffic Management Systems)	Communications (fiber optics)	Miles	1.3
TMS (Traffic Management Systems)	Traffic census stations	EA	4
Bridge / Tunnel	New interchanges	SQFT	32,374.32

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Additional Information

Reversible Lane Analysis - This is an interchange project, which does not require a reversible lane analysis. Furthermore, mainline does not have enough of a directional split that would warrant an analysis.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	12,704,524	12,706,245	-1,721
			VMT per Capita	24.555	24.558	-0.003
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	14,159,496	0	14,159,496
			Hours per Capita	27.339	0	27.339
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	6,500.5	9,207.6	-2,707.1
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1	1.27	-0.27
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	-6	0	-6
			PM 10 Tons	-6	0	-6
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-74.125	0	-74.125
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-10	0	-10
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	-1	0	-1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	124	0	124
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-42	0	-42
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	2	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.005	0.007	-0.002
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	35	-35
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.32	0.329	-0.009
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	0	0	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	733	0	733
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	3	0	3
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	0	0	0
			Rating	NA	NA	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	NA	NA	
	LPPF, LPPC	Bridge Substructure Rating	Rating	NA	NA	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	0U880	0616000074	6940
Project Title					
SR99/Commercial Ave Interchange Project					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E	6,000							6,000	Caltrans HQ
R/W SUP (CT)	2,400							2,400	Caltrans HQ
CON SUP (CT)		7,400						7,400	Caltrans HQ
R/W	3,100							3,100	Caltrans HQ
CON		54,400						54,400	Caltrans HQ
TOTAL	11,500	61,800						73,300	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E	6,000							6,000	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		7,400						7,400	
R/W	11,100							11,100	
CON		45,400						45,400	
TOTAL	22,500	52,800						75,300	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern
PS&E	6,000							6,000	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		7,400						7,400	
R/W	3,100							3,100	
CON									
TOTAL	11,500	7,400						18,900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,000							6,000	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)		7,400						7,400	
R/W	3,100							3,100	
CON									
TOTAL	11,500	7,400						18,900	

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Govern Regional Measure Funds (Measure R)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		45,400						45,400	
TOTAL		45,400						45,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		20,400						20,400	
TOTAL	1,500	20,400						21,900	
Fund #3:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.724.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,000						9,000	
TOTAL		9,000						9,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,000						9,000	
TOTAL		9,000						9,000	

Fund #4:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,500							1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	8,000							8,000	
CON									
TOTAL	9,500							9,500	
Fund #5:	Federal Disc. - BUILD-TIGER Discretionary Grants (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		16,000						16,000	
TOTAL		16,000						16,000	

Complete this page for amendments only

Date 04/26/2021 16:50:08

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	0U880	0616000074	6940

SECTION 1 - All Projects

Project Background

print ePPR for baseline agreement

Programming Change Requested

Reason for Proposed Change

print ePPR for baseline agreement

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information


SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

print ePPR for baseline agreement

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date
Theodore Smalley		Executive Director - TCAG	4-27-21

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Project Report

For

Project Approval

On Route 99 in Tulare County
Between 0.9 mile north of Avenue 200 Overcrossing
And Paige 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
CENTRAL REGION DIVISION CHIEF, RIGHT OF WAY

APPROVAL RECOMMENDED:

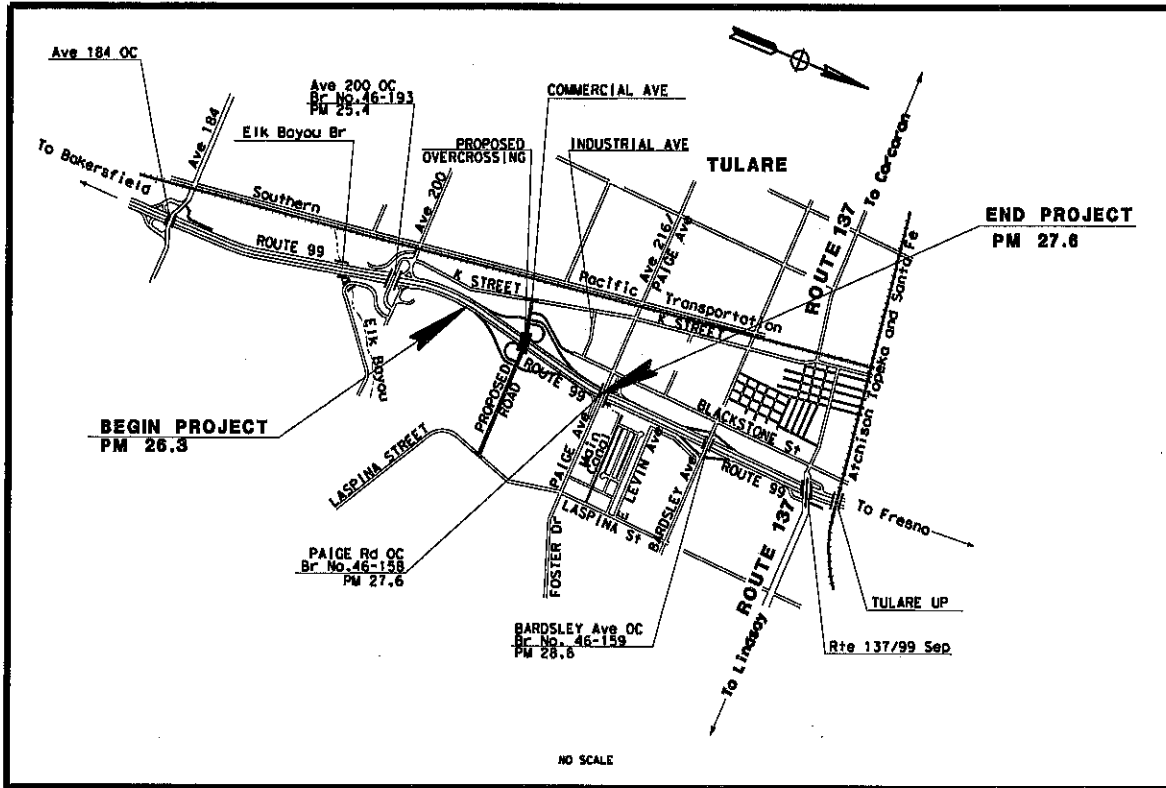

NEIL BRETZ, DISTRICT 6 PROJECT MANAGER

APPROVED:


for SHARRI BENDER EHLERT, DISTRICT 6 DIRECTOR

6/20/19
DATE

Vicinity Map



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.


IRENE PUIYEE LEE
REGISTERED CIVIL ENGINEER

6/12/19
DATE



Project Engineer Irene Lee	Senior Engineer Ernie Penuna	Cost Center 243
Expenditure Authorization 06-0U8801 06-Tul-99-26.3/27.6 Project ID: 0616000074 Date: 11/25/2020		Budget Allocation Source of Funds Various
Engineer's Estimate For SR 99 in Tulare Co. from 0.9 Mile North of Avenue 200 Overcrossing to Paige Road Overcrossing "Commercial Avenue Interchange"		
NOTE: ALL ITEMS IN GREY TEXT HAVE BEEN ROUGHLY ESTIMATED AND NOT PLACED IN A QUANTITY SHEET		

Bee's No.	Description	2018 Section	Quantity	Unit Cost	Unit	Total Cost
ROADWAY						
066916	ANNUAL CGP REPORT		3	\$ 2,500.00	EA	\$7,500.00
070030	LEAD COMPLIANCE PLAN	7	1	\$ 3,000.00	LS	\$3,000.00
074033	TEMPORARY CONSTRUCTION ENTRANCE		5	\$ 4,000.00	EA	\$20,000.00
074042	TEMPORARY CONCRETE WASHOUT (PORTABLE)		1	\$ 17,500.00	EA	\$17,500.00
080050	PROGRESS SCHEDULE (CRITICAL PATH METHOD)	8	1	\$ 10,000.00	LS	\$10,000.00
090100	TIME RELATED OVERHEAD	9	300	\$ 13,000.00	WD	\$3,900,000.00
120090	CONSTRUCTION AREA SIGNS	12	1	\$60,000.00	LS	\$60,000.00
120100	TRAFFIC CONTROL SYSTEM	12	1	\$ 360,000.00	LS	\$360,000.00
120120	TYPE III BARRICADE	12	59	\$85.00	EA	\$5,015.00
120151	TEMPORARY STRIPE (TAPE)	12	146,548	\$2.40	LF	\$351,715.20
120165	CHANNELIZER (SURFACE MOUNTED)	12	936	\$48.00	EA	\$44,928.00
120204	PORTABLE RADAR SPEED FEEDBACK SIGN SYSTEM DAY	12	5	\$9,625.00	EA	\$48,125.00
120300	TEMPORARY PAVEMENT MARKER	12	2,453	\$4.50	EA	\$11,038.50
128652	PCMS (PORTABLE CHANGEABLE MESSAGE SIGN)	12	1	\$140,000.00	LS	\$140,000.00
129000	TEMPORARY RAILING (TYPE K)	12	36,420	\$14.00	LF	\$509,880.00
129152	TEMPORARY RADAR SPEEP FEEDBACK SIGN SYSTEM	12	5	\$12,400.00	EA	\$62,000.00
130100	JOB SITE MANAGEMENT	13	1	\$ 464,000.00	LS	\$464,000.00
130300	PREPARE SWPPP	13	1	\$ 19,000.00	LS	\$19,000.00
130330	STORM WATER ANNUAL REPORT	13	3	\$ 2,000.00	LS	\$6,000.00
130620	TEMPORARY DRAINAGE INLET PROTECTION	13	10	\$ 200.00	EA	\$2,000.00
130730	STREET SWEEPING	13	1	\$ 92,800.00	LS	\$92,800.00
140003	ASBESTOS COMPLIANCE PLAN	7	1	\$ 3,000.00	LS	\$3,000.00
141120	TREATED WOOD WASTE	14	126083	\$ 0.25	LB	\$31,520.75
150665	REMOVE STBB	15	1400	\$ 10.00	LF	\$14,000.00
150668	REMOVE FLARED END SECTION	15	4	\$750.00	EA	\$3,000.00
150821	REMOVE HEADWALL	15	2	\$2,000.00	CY	\$4,000.00
160102	CLEARING & GRUBBING	17	1	\$ 104,000.00	LS	\$104,000.00
170101	DEVELOP WATER SUPPLY	17	1	\$ 15,000.00	LS	\$15,000.00
190101	ROADWAY EXCAVATION	19	95387	\$ 22.00	CY	\$2,098,514.00
190185	SHOULDER BACKING	19	65	\$ 500.00	CY	\$32,500.00
198010	IMPORTED BORROW	19	323000	\$ 12.00	CY	\$3,876,000.00
208740	12" CORRUGATED HIGH DENSITY POLYETHYLENE	20	770	\$110.00	LFF	\$84,700.00
210010	MOVE-IN / MOVE-OUT (EROSION CONTROL)	21	4	\$1,200.00	EA	\$4,800.00
210300	HYDROMULCH	21	1,431,200	\$0.02	SQFT	\$28,624.00
210350	FIBER ROLLS	21	66,060	\$2.89	LF	\$190,913.40

Engineer's Estimate

For

SR 99 in Tulare Co. from 0.9 Mile North of Avenue 200 Overcrossing to Paige Road Overcrossing "Commercial Avenue Interchange"

NOTE: ALL ITEMS IN GREY TEXT HAVE BEEN ROUGHLY ESTIMATED AND NOT PLACED IN A QUANTITY SHEET

Bee's No.	Description	2018 Section	Quantity	Unit Cost	Unit	Total Cost
210430	HYDROSEED	21	1,422,500	\$0.06	SQFT	\$85,350.00
210610	COMPOST	21	8,820	\$39.00	CY	\$343,980.00
210630	INCORPORATE MATERIALS	21	1,422,500	\$0.03	SQFT	\$42,675.00
260203	CLASS II AGGREGATE BASE	26	33350	\$ 45.00	CY	\$1,500,750.00
390132	HOT MIX ASPHALT (TYPE A)	39	78272	\$ 85.00	TON	\$6,653,120.00
390403	RUBBERIZED HOT MIX ASPHALT (RHMA)	39	12541	\$ 100.00	TON	\$1,254,100.00
397005	TACK COAT	39	91.6	\$ 700.00	TON	\$64,120.00
398200	COLD PLANE AC PAVEMENT	39	16924	\$ 4.50	SQYD	\$76,158.00
401050	JOINTED PLAIN CONCRETE PAVEMENT	40	17192	\$ 200.00	CY	\$3,438,400.00
498050	54" CAST-IN-PLACE CONCRETE PILE (SIGN FOUNDATION)	49	98	\$1,750.00	LF	\$171,500.00
498052	60" CAST-IN-PLACE CONCRETE PILE (SIGN FOUNDATION)	49	88	\$1,850.00	LF	\$162,800.00
560218	FURNISH SIGN STRUCTURE (TRUSS)	56	116,457	\$4.30	LB	\$500,765.10
560219	INSTALL SIGN STRUCTURE (TRUSS)	56	116,457	\$0.65	LB	\$75,697.05
560223	FURNISH SIGN STRUCTURE (BRIDGE MOUNTED WITHOUT WALKWAY)	56	2,723	\$6.60	LB	\$17,971.80
560224	FURNISH SIGN STRUCTURE (BRIDGE MOUNTED WITHOUT WALKWAY)	56	2,723	\$3.70	SQFT	\$10,075.10
610108	18" ALTERNATIVE PIPE CULVERT	61	244	\$200.00	LF	\$48,800.00
610112	24" ALTERNATIVE PIPE CULVERT	61	2,308	\$100.00	LF	\$230,800.00
650018	24" REINFORCED CONCRETE PIPE (JACKED)	65	462	\$1,000.00	LF	\$462,000.00
665010	12" CORRUGATED STEEL PIPE	66	77	\$800.00	LF	\$61,600.00
705007	12" STEEL FLARED END SECTION	70	4	\$1,500.00	EA	\$6,000.00
705206	24" CONCRETE FLARED END SECTION	70	4	\$1,800.00	EA	\$7,200.00
705315	24" ALTERNATIVE FLARED END SECTION	70	28	\$1,000.00	EA	\$28,000.00
707117	36" PRECAST CONCRETE PIPE INLET	70	254	\$950.00	LF	\$241,300.00
708021	36" ALTERNATIVE PIPE INLET	70	13	\$150.00	LF	\$1,875.00
723080	ROCK SLOPE PROTECTION (60 lb, Class II, Method B)	72	175.93	\$300.00	CY	\$52,779.00
730020	MINOR CONCRETE (CURB (TYPE A2-6))	73	468	\$1,000.00	LF	\$468,000.00
730070	DETECTABLE WARNING SURFACE	73	72.9	\$45.00	SQFT	\$3,280.50
731502	MINOR CONCRETE (SIDEWALK)	73	1045	\$1,000.00	CY	\$1,045,000.00
731502	MINOR CONCRETE (DRIVEWAY)	73	297	\$1,000.00	CY	\$297,000.00
731530	MINOR CONCRETE (TEXTURE PAVING)	73	1200	\$550.00	CY	\$660,000.00
750007	FRAME AND GRATE	75	1	\$1,200.00	EA	\$1,200.00
750049	INLET GRATE (TYPE 36R)	75	3	\$1,000.00	EA	\$3,000.00
782120	RELOCATE MAILBOX	78	3	\$1,000.00	EA	\$3,000.00
800360	CHAIN LINK FENCE (TYPE CL-6)	80	14201	\$40.00	LF	\$568,040.00
803020	REMOVE FENCE	80	10370	\$12.00	LF	\$124,440.00
810130	OBJECT MARKER	81	16	\$36.00	EA	\$576.00
810170	DELINEATOR (CLASS 1)	81	295	\$55.00	EA	\$16,225.00
810190	GUARD RAILING DELINEATOR	81	14	\$88.00	EA	\$1,232.00
810230	PAVEMENT MARKER (RETROREFLECTIVE)	81	3,269	\$4.75	EA	\$15,527.75
820250	REMOVE ROADSIDE SIGN	82	12	\$175.00	EA	\$2,100.00
820590	RELOCATE ROADSIDE SIGN-ONE POST	82	1	\$225.00	EA	\$225.00
820710	FURNISH LAMINATED PANEL SIGN (1"-TYPE A)	82	1,542	\$28.00	SQFT	\$43,176.00

Engineer's Estimate

For

SR 99 in Tulare Co. from 0.9 Mile North of Avenue 200 Overcrossing to Paige Road Overcrossing "Commercial Avenue Interchange"

NOTE: ALL ITEMS IN GREY TEXT HAVE BEEN ROUGHLY ESTIMATED AND NOT PLACED IN A QUANTITY SHEET

Bee's No.	Description	2018 Section	Quantity	Unit Cost	Unit	Total Cost
820730	FURNISH LAMINATED PANEL SIGN (2 1/2"-TYPE B)	82	221	\$27.00	SQFT	\$5,967.00
820750	FURNISH LAMINATED PANEL SIGN (0.063"-UNFRAMED)	82	520	\$12.50	SQFT	\$6,500.00
820760	FURNISH LAMINATED PANEL SIGN (0.080"-UNFRAMED)	82	665	\$11.50	SQFT	\$7,647.50
820780	FURNISH SINGLE SHEET ALUMINUM SIGN (0.063"-FRAMED)	82	290	\$15.90	SQFT	\$4,611.00
820790	FURNISH SINGLE SHEET ALUMINUM SIGN (0.080"-FRAMED)	82	254	\$15.60	SQFT	\$3,962.40
820840	ROADSIDE SIGN - ONE POST	82	100	\$400.00	EA	\$40,000.00
820850	ROADSIDE SIGN - TWO POST	82	21	\$550.00	EA	\$11,550.00
820860	INSTALL SIGN (STRAP AND SADDLE BRACKET METHOD)	82	2	\$320.00	EA	\$640.00
832073	VEGETATION CONTROL MAT (RUBBER OR FIBER)	83	287.4	\$100.00	SQYD	\$28,740.00
839219	MIDWEST GUARDRAIL SYSTEM (STEEL POST)	83	250	\$100.00	LF	\$25,000.00
839303	SINGLE THRIE BEAM BARRIER (STEEL POST)	83	1398.5	\$70.00	LF	\$97,895.00
839543	TRANSITION RAILING (TYPE WB-31)	83	6	\$2,500.00	EA	\$15,000.00
839581	END CAP (TYPE TC)	83	2	\$1,500.00	EA	\$3,000.00
839581	END ANCHER ASSEMBLY (TYPE SFT)	83	2	\$1,500.00	EA	\$3,000.00
839652	CONCRETE BARRIER (TYPE 60 MSF)	83	214	\$500.00	LF	\$107,150.00
840516	THERMOPLASTIC PAVEMENT MARKING (ENHANCED WET NIGHT VISIBILITY)	84	15,413	\$5.45	SQFT	\$84,000.85
840617	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 6-1)	84	578	\$1.05	LF	\$606.90
840619	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	84	161	\$1.90	LF	\$305.90
840623	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 36-12)	84	4,874	\$0.91	LF	\$4,435.34
846007	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	84	91,502	\$1.50	LF	\$137,253.00
846008	6" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 8-4)	84	1,119	\$1.25	LF	\$1,398.75
846009	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	84	5,172	\$1.65	LF	\$8,533.80
846010	8" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY) (BROKEN 12-3)	84	4,302	\$2.35	LF	\$10,109.70
846013	12" THERMOPLASTIC TRAFFIC STRIPE (ENHANCED WET NIGHT VISIBILITY)	84	5,572	\$2.20	LF	\$12,258.40
846030	REMOVE THERMOPLASTIC TRAFFIC STRIPE	84	39,802	\$1.00	LF	\$39,802.00
846051	12" RUMBLE STRIP	84	220.8	\$60.00	STA	\$13,248.00
847020	6" TRAFFIC STRIPE (WARRANTY) (BROKEN 17-7)	84	6,106	\$2.00	LF	\$12,212.00
847025	6" TRAFFIC STRIPE (WARRANTY) (BROKEN 36-12)	84	29,857	\$2.00	LF	\$59,714.00
847082	6" TRAFFIC STRIPE TAPE WITH CONTRAST	84	1,488	\$3.00	LF	\$4,464.00
847092	6" TRAFFIC STRIPE TAPE WITH CONTRAST (BROKEN 36-12)	84	496	\$6.00	LF	\$2,976.00
847096	8" TRAFFIC STRIPE TAPE WITH CONTRAST	84	496	\$6.00	LF	\$2,976.00
861100	RAMP METERING SYSTEM	86	1	\$694,000.00	LS	\$694,000.00
870137	ELECTRIC SERVICE FOR BOOSTER PUMP	87	1	\$165,000.00	LS	\$165,000.00
870200	LIGHTING SYSTEMS	87	1	\$435,000.00	LS	\$435,000.00
870600	TRAFFIC MONITORING STATION SYSTEM	87	1	\$155,000.00	LS	\$155,000.00

Engineer's Estimate

For

SR 99 in Tulare Co. from 0.9 Mile North of Avenue 200 Overcrossing to Paige Road Overcrossing "Commercial Avenue Interchange"

NOTE: ALL ITEMS IN GREY TEXT HAVE BEEN ROUGHLY ESTIMATED AND NOT PLACED IN A QUANTITY SHEET

<u>Bee's No.</u>	<u>Description</u>	<u>2018 Section</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Unit</u>	<u>Total Cost</u>
995100	WATER METER CHARGES		1	\$20,000.00	LS	\$20,000.00
995200	IRRIGATION WATER SERVICE CHARGES		1	\$20,000.00	LS	\$20,000.00
129111A	TEMPORARY ALTERNATIVE CRASH CUSHION TERMINAL SYSTEMS	12	12	\$2,500.00	EA	\$30,000.00
510501 (F)	MINOR CONCRETE	51	58	\$1,500.00	CY	\$87,345.00
750001(F)	MISCELLANEOUS IRON AND STEEL	75	17,080	\$3.00	LB	\$51,238.80
770230A	MINOR CONCRETE (CURB RAMP - CASE A)	73	15	\$1,200.00	EA	\$18,000.00
820923a	INSTALL LAMINATED WOOD BOX POST (TYPE M)		4	\$1,000.00	EA	\$4,000.00
820924A	FURNISH LAMINATED WOOD BOX POST (TYPE M)		2	\$2,700.00	EA	\$5,400.00
839604A	ALTERNATIVE CRASH CUSHION SYSTEM	83	4	\$55,000.00	EA	\$220,000.00
	SDDI (CITY)		4	\$1,500.00	EA	\$6,000.00
	FRAME AND GRATE (CITY)		4	\$1,200.00	EA	\$4,800.00
	SUBTOTAL					\$34,085,653.49

HQ STRUCTURE

192003	STRUCTURE EXCAVATION (BRIDGE)		1,232	\$75.00	CY	\$92,400.00
192037	STRUCTURE EXCAVATION (RETAINING WALL)		212	\$75.00	CY	\$15,900.00
193003	STRUCTURE BACKFILL (BRIDGE)		1,068	\$125.00	CY	\$133,500.00
193013	STRUCTURE BACKFILL (RETAINING WALL)		172	\$254.00	CY	\$43,688.00
490603	24" CAST-IN-DRILLED-HOLE CONCRETE PILING		2,700	\$220.00	LF	\$594,000.00
490611	72" CAST-IN-DRILLED-HOLE CONCRETE PILING		400	\$1,700.00	LF	\$680,000.00
500001	PRESTRESSING CAST-IN-PLACE CONCRETE		109,058	\$1.90	LB	\$207,210.20
510051	STRUCTURAL CONCRETE, BRIDGE FOOTING		272	\$500.00	CY	\$136,000.00
510053	STRUCTURAL CONCRETE, BRIDGE		1,785	\$1,000.00	CY	\$1,785,000.00
510054	STRUCTURAL CONCRETE, BRIDGE (POLYMER FIBER)		848	\$950.00	CY	\$805,600.00
510060	STRUCTURAL CONCRETE, RETAINING WALL		78	\$950.00	CY	\$74,100.00
519100	JOINT SEAL (MR 2")		264	\$110.00	LF	\$29,040.00
520102	BAR REINFORCING STEEL (BRIDGE)		638,225	\$1.15	LB	\$733,958.75
520103	BAR REINFORCING STEEL (RETAINING WALL)		9,506	\$1.15	LB	\$10,931.90
721810	SLOPE PAVING (CONCRETE)		106	\$1,000.00	CY	\$106,000.00
833032	CHAIN LINK RAILING (TYPE 7)		573	\$130.00	LF	\$74,490.00
83XXXXA	CONCRETE BARRIER (TYPE 732SW MODIFIED)		576	\$440.00	LF	\$253,440.00
	SUBTOTAL					\$5,775,258.85

	ROADWAY SUBTOTAL WITHOUT MOBILIZATION					\$34,085,700.00
999990	MOBILIZATION (5%)		1	\$1,704,300.00	LS	\$1,704,300.00
	ROADWAY BID ITEM SUBTOTAL					\$35,790,000.00

Engineer's Estimate**For****SR 99 in Tulare Co. from 0.9 Mile North of Avenue 200 Overcrossing to Paige Road Overcrossing
"Commercial Avenue Interchange"**

NOTE: ALL ITEMS IN GREY TEXT HAVE BEEN ROUGHLY ESTIMATED AND NOT PLACED IN A QUANTITY SHEET

Bee's No.**Description****2018 Section****Quantity****Unit Cost****Unit****Total Cost****SUPPLEMENTAL WORK**

	066015	FEDERAL TRAINEE PROGRAM		1	\$18,400.00	LS	\$18,400.00
	066070	MAINTAIN TRAFFIC		1	\$18,700.00	LS	\$18,700.00
	066595	WATER POLL. CONTROL MAINTENANCE SHARING		1	\$6,000.00	LS	\$6,000.00
	066596	ADDITIONAL WATER POLLUTION CONTROL		1	\$6,000.00	LS	\$6,000.00
	066597	STORM WATER SAMPLING AND ANALYSIS		1	\$500.00	LS	\$500.00
	066610	PARTNERING		1	\$50,000.00	LS	\$50,000.00
	066666	COMPENSATION ADJ. FOR PRICE INDEX		1	\$291,000.00	LS	\$291,000.00
	066846	INCENTIVE FOR HMA (QC/QA)		1	\$266,000.00	LS	\$266,000.00
	066919	DISPUTE RESOLUTION BOARD		1	\$15,000.00	LS	\$15,000.00
	066041A	ENVIRONMENTAL MONITORING		1	\$75,000.00	LS	\$75,000.00
	066188A	ENVIRONMENTAL MITIGATION - PALEONTOLOGICAL		1	\$150,000.00	LS	\$150,000.00
		SUBTOTAL					\$896,600.00

STATE FURNISHED MATERIALS AND EXPENSES

	066062	COZEEP CONTRACT		1	\$400,000.00	LS	\$400,000.00
	066063	TMP - PUBLIC INFORMATION		1	\$30,000.00	LS	\$30,000.00
	066105	RESIDENT ENGINEERS OFFICE		1	\$340,200.00	LS	\$340,200.00
		SUBTOTAL					\$770,200.00

STRUCTURES COSTS

		STRUCTURE SUBTOTAL		1	\$ 5,775,258.85	LS	\$5,775,258.85
		Contingencies (10%)					\$577,525.89
		STRUCTURES TOTAL					\$6,352,785

		ROADWAY SUBTOTAL	\$37,457,000.00
		STRUCTURE SUBTOTAL	\$5,776,000.00
		CONTINGENCIES (10%)	\$4,324,000.00
		TOTAL PROJECT COST	\$47,557,000.00

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1. INTRODUCTION

Project Description:

The preferred alternative of the project (Alt 1A) proposes to construct a new interchange at Commercial Avenue (Ave) (PM 26.8) on State Route (SR) 99 between 0.9 mile north of Avenue 200 OC (PM 26.3) and Paige Road OC (PM 27.6) near the City of Tulare in Tulare County.

This new interchange will be situated at approximately 0.8 mile south of Paige Ave OC, and all the existing on and off ramps at the Paige Ave interchange will remain open. An auxiliary lane on the mainline will be added in each direction of SR 99 between Paige Ave and Commercial Ave interchanges. The existing Commercial Ave will be widened from K Street (St) to accommodate the new interchange traffic. K St/Commercial Ave intersection will be reconstructed to include turn lanes from K St onto Commercial Ave. A new intersection will be constructed at Laspina St to connect with Commercial Ave. Blackstone St will be extended to connect to the new interchange at Commercial Ave. Ingress/egress to the freeway will be designed to current design standards. The preliminary layout is shown as Attachment C.

The new bridge structure at Commercial Ave will accommodate the future freeway widening to a six-lane facility with auxiliary lanes for 2030 Concept and an eight-lane facility for the Ultimate Transportation Corridor (UTC) per the November 2008 Route 99 Rural Corridor System Management Plan (CSMP). The proposed width includes: two 12-foot through lanes, an 8-foot shoulder, a 10-foot sidewalk per direction, and an 18-foot wide median along Commercial Ave. The interchange distance between Paige Ave and the proposed Commercial Ave is 0.8 mile, a nonstandard design feature for interchange spacing in urban area. As a corrective measure, auxiliary lanes will be constructed on both SR 99 NB and SB directions between these two interchanges to accommodate weaving traffic movement.

The project construction cost without escalation for this preferred alternative is approximately \$41.8 million. The Right of Way cost without escalation is approximately \$12.1 million. A preliminary Cost Estimate is included in Attachment D.

Project Limits	06 – Tul – 99 PM 26.3 / PM 27.6	
Number of Alternatives	One (1) preferred alternative (Alt 1A)	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$ 13.2 million	\$ 13.2 million
Capital Outlay Construction	\$ 41.8 million	\$ 46.4 million
Capital Outlay Right-of-Way	\$ 12.1 million	\$ 14.7 million
Funding Source	Locally Funded / STIP	
Funding Year	2023	

Type of Facility	4-lane freeway
Number of Structures	1
Environmental Determination or Document	Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment
Legal Description	In Tulare County, Near the City of Tulare from 0.9 mile north of Avenue 200 OC to Paige Rd OC
Project Development Category	3

2. RECOMMENDATION

During the Project Development Team (PDT) Meeting on April 2, 2019, Tulare County Association of Governments (TCAG) and the City of Tulare were involved in the alternative selection process. Both the city and the county along with the PDT concurred with the preferred alternative. In addition, the proposed project with all viable alternatives were presented at the Tulare City Council Meeting on February 5, 2019. The Tulare City Council supported the preferred alternative to construct a new interchange on SR 99 in Tulare County at Commercial Ave with Paige Ave interchange remains open.

It is recommended that this project be approved using the preferred alternative, and that the project proceed to the design phase.

3. BACKGROUND

Route 99 is a major corridor serving interregional traffic and heavy use by both trucks and commuters between communities and rural agricultural areas throughout the San Joaquin Valley. It is also the primary link that connects the San Joaquin Valley with the Sacramento metropolitan area and, via Interstate 5, with the Los Angeles area.

Project History

The 2018 Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS), prepared by TCAG, which covers the years 2018-2042, has included constructing a new interchange on SR 99 at AgriCenter (Commercial Ave). The Tulare General Plan, which was adopted on October 7, 2014, also documented the implementation measures that the City of Tulare shall coordinate with the State to establish priorities for freeway improvements utilizing the Circulation Diagram for design, funding, and construction of the improved freeway interchanges.

A Project Study Report/Project Development Support (PSR/PDS) was prepared and approved on March 8, 2017 to proceed to the Project Approval and Environmental Document (PA&ED) phase. During the PID phase, six (6) alternatives were studied

including five (5) build and one (1) no-build alternatives. The initial study of one of the build alternatives, Alternative 1B, indicated that the proposal would have significant impact to the Southern California Edison Energy Education Center, Tulare County World Ag Expo, Mefford Field Airport, and Tulare Golf Course. It was agreed during the PA&ED phase that due to these impacts and with the concurrence from TCAG, the PDT determined that no further study will be conducted for Alternative 1B; thus, Alternative 1B was eliminated.

A Draft Project Report was approved on December 18, 2018, and the Draft Environmental Document was publicly circulated. There was an open house held on January 8, 2019 and all viable alternatives were presented to the public for comment.

A PDT meeting was held on April 2, 2019 for the alternative selection process. The PDT voted to select Alternative 1A, an alternative to construct a new interchange at Commercial Ave on SR 99 in Tulare County with the existing Paige Ave interchange remaining open.

Community Interaction

An open house to present all viable alternatives to the public was held on January 8, 2019 in Tulare County. The public expressed concerns on the alternatives that proposed to permanently close all existing ramps at the Paige Ave interchange. There were major opposition from the nearby businesses that closing the existing ramps at Paige Ave interchange would significantly impact their businesses. All comments and responses are included in the attached Final Environmental Document. The Tulare City Council Meeting held on February 5, 2019 also had full support from the City Council on the preferred alternative (Alt 1A) to construct a new interchange on SR 99 in Tulare County at Commercial Ave with Paige Ave interchange remaining open.

The City of Tulare representatives mentioned that a new truck stop is currently under construction at the southwest corner of Paige Ave/Blackstone St intersection. There will be mitigated measure at the existing Paige Ave including signalize the intersections and additional storage turn lane along Paige Ave between Blackstone St and Laspina St.

Existing Facility

State Route 99 within the project limits is currently a four-lane facility and is situated in an urban area with relatively flat terrain. The segment of this route consists of two 12-foot travel lanes, a 10-foot outside shoulder, and a 5-foot inside shoulder for both northbound (NB) and southbound (SB) directions. The posted speed of SR 99 within this portion of the freeway is 70 mph. The unpaved median is approximately 42' wide, and it is divided by an existing thrie beam barrier with oleander in the center. It will be a six-lane facility with auxiliary lanes in the 2030 Concept and the Ultimate Transportation Corridor will be an eight-lane facility for this segment of Route 99.

Commercial Ave is an existing local road in east-west direction. The total length of the roadway is approximately 1500' which begins at K St and ends with a cul-de-sac. The width is approximately 60' between back of both directions of sidewalk. The pavement is about 48' wide and allows street parking on both sides of the road. Currently, there are several well-developed businesses along the existing Commercial Ave. Future Commercial Ave is classified as an expressway and will eventually connect between K St and Turner Drive. Although future Commercial Ave is overall classified as an expressway, the segment between K St and east of Laspina St will be designed as a 4-lane major arterial roadway with a design speed of 45 mph. This will accommodate the existing condition of developed businesses with three new intersections within this segment of Commercial Ave.

K St is a north-south local road classified as a major arterial. The pavement width is approximately 60'. Current posted speed between Bardsley Ave and Industrial Ave is 50 mph and is 55 mph between Industrial Ave and Avenue 200. The roadway is striped as a two-lane roadway with parking on both side of the street. There are existing well-developed businesses. The proposed project will provide turn lanes from K St onto Commercial Ave.

Laspina St is a north-south local road classified as a major arterial. The pavement width is approximately 72'. Current posted speed between Paige Ave and Tex Drive is 60 mph. The roadway consists of a four-lane roadway with a raised wide median with landscape. Left turn lanes with median opening are provided at various locations. Currently, there is no sidewalk on either side of the roadway since there is farm land within this segment. The proposed project will provide turn lanes from Laspina St onto Commercial Ave.

Blackstone St is a north-south local road classified as a minor arterial between Paige Ave and south of Industrial Avenue. The current posted speed is 45 mph. The existing pavement width is approximately 60' to 64'. It consists of two-lane roadway with a shared left turn lane in the median, and only one sidewalk on the east side of the road. Street parking is allowed on both sides of the roadway. There is an existing Love's Truck Stop on east side of Blackstone St, a truck wash service, and a new truck stop is currently under construction on west side of the roadway. The proposed extension of Blackstone St will connect to the new Commercial Ave interchange.

Outside of the proposed project limits, Paige Ave interchange (PM 27.6) is located north of the proposed project, and Avenue 200/Rankin Road interchange (PM 25.4) is located south of the project.

Paige Ave interchange (PM 27.6) is a Type L-6 interchange system with the freeway ramps connecting to Blackstone St and Paige Ave. The existing NB hook ramps are accessing through Paige Ave, and the existing SB hook ramps are connecting to Blackstone St.

Avenue 200/Rankin Road OC (PM 25.4) is an east-west direction crossing of SR 99

located 2.2 miles south of Paige Ave OC. All on and off ramps for both NB & SB directions are in single lane configuration. This interchange is currently operating as a one-way stop control at off-ramps. NB ramps are connected to Tex Drive, K St, and Hosfield Drive. SB ramps are connected to Rankin Rd and K St. Hosfield Dr continues along east side of SR 99 which becomes Avenue 200.

Further coordination will be needed with the following project:

EA 06-48950 – This project proposes to widen the existing SR 99 from four-lane to a six-lane or eight-lane facility between Avenue 200 (PM 25.4) and Prosperity Ave (PM 30.5) in Tulare County. PA&ED is expected to be in January 2022.

EA 06-0W910 – This is a pavement rehabilitation (2R) project to rehabilitate the existing pavement on both directions of SR 99 between Paige Ave OC (PM 27.6) and Prosperity Ave (PM 30.6) in Tulare County. This project has completed the PID phase in June 2018 and is anticipated to begin environmental study in September 2020.

4. PURPOSE AND NEED

Purpose

The purpose of this project is to improve operational performance, to relieve traffic congestion on local roads and accessibility to the freeway system. In addition, this would enhance the east-west movement of traffic and goods, and support economic development. This project is consistent with the goals of the 2018 RTP/SCS and CSMP.

Need

The traffic projections show the increase in traffic volume which would need improvements to relieve the traffic congestion. The increase causes longer delay, excessive queuing at the existing ramp termini intersections, and the ramps potentially overflowing traffic onto the freeway mainline. Local circulation between east and west which crosses SR 99 is also congested.

4A. Problem, Deficiencies, Justification

The existing Paige Ave interchange is a Type L-6 interchange system with the freeway ramps connecting to Blackstone St and Paige Ave. The existing NB hook ramps are accessing through Paige Ave, and the existing SB hook ramps are connecting to Blackstone St. The existing NB hook ramps intersection and the intersection of Paige Ave and Laspina St provides insufficient distance. The existing Paige Ave is a two-lane roadway without turn lanes on the west side of freeway. Westbound (WB) Paige Ave traffic is required to stop until the Eastbound (EB) traffic is clear before turning left onto NB on-ramp access. NB off-ramp traffic has to wait until both WB and EB Paige Ave through traffic is clear before turning onto WB Paige Ave. An analysis on the existing traffic volume conducted in April 2018

determined that the existing Paige Ave interchange operates at LOS D during the peak traffic periods. The NB ramps accessing to and from the intersection at Paige Ave/Laspina St operate at LOS F. The queue length for EB approach of Paige Ave and Laspina St is longer than the spacing between the two intersections. The insufficient spacing leads to excessive queuing at the NB off ramp and could possibly extend onto the freeway mainline.

Currently, there is no sidewalk or bike lane facility provided at the existing Paige Ave and bridge structure which discourages multi-modal use. The existing Paige Ave OC has a 15'2" bridge vertical clearance above mainline SR 99.

The LOS for the intersections at Paige Ave interchange for the no-build alternative is currently at LOS C to LOS D and will become LOS F in 2027.

A new public road connection will be provided at Commercial Ave, 0.8 mile south of existing Paige Ave interchange. The new connection will become an additional crossing between east-west traffic for the local circulation within the vicinity. This new crossing will include sidewalks and bike lane and will provide access onto the freeway system.

4B. Regional and System Planning

Identify Systems

Under Federal-aid Surface Transportation Program, SR 99 is part of the National Highway System (NHS) as Strategic Highway Network and is on the National Network for larger trucks allowed by the Surface Transportation Assistance Act (STAA) of 1982. SR 99 is also designated as a State High Emphasis Focus Route on the Interregional Road System (IRRS). This route has also been identified as an Intermodal Corridor of Economic Significance (ICES).

State Planning

The November 2008 Route 99 Rural Corridor System Management Plan (CSMP) for the portion of the Route 99 transportation corridor extending from Avenue 184 in the City of Tulare (in Tulare County) to Route 201 in the City of Kingsburg (in Fresno County) has discussed a 20-year improvement plan ending in 2030 within the corridor. The proposed project is included and is consistent with the Corridor Study on the Twenty-Year Improvement Plan along SR 99 in Tulare County.

The proposed project is located within freeway segments that have proposed ramp meters listed in the 2017 Ramp Metering Development Plan (RMDP). Per Caltrans' Deputy Directive 35 R-1 Ramp Metering, provisions for ramp metering shall be included in any project that proposes additional capacity, modification of an existing interchange, or construction of a new interchange within the freeway corridors identified in the RMDP. The RMDP will be used for traffic related design standards, such as the number of lanes, storage length, and advance warning devices.

Regional Planning

Two interchange improvements anticipated for the 20-year horizon are Paige Ave and AgriCenter (Commercial Ave). This proposed interchange project is in the discussion and consistent with the Tulare County 2014 Regional Transportation Plan (RTP) dated June 30, 2014 but are not constrained through construction.

Local Planning

The City of Tulare General Plan adopted on October 7, 2014 classifies Commercial Ave as an expressway and indicates Commercial Ave in the future will cross SR 99 and continues east as a new major arterial to the intersection of Road 132.

City of Tulare mentioned that there is a new truck stop currently under construction at the southwest corner of the intersection of Paige Ave/Blackstone St. To mitigate for future traffic increases in that area, the developer will improve the local facility along Paige Ave including signalize the intersections and add storage turn lane along Paige Ave between Blackstone St and Laspina St.

Transit Operator Planning

Currently, there is no existing transit along the proposed interchange at Commercial Ave since the existing Commercial Ave does not cross between east and west of the freeway.

4C. Traffic

Traffic volume forecast for this project was performed for horizon years 2027, 2037 and 2047. This forecast entailed deriving AM and PM peak hour forecast for mainline and ramps from year 2018 peak hour traffic counts and available travel demand models corresponding to the County of Tulare. The available travel demand models correspond to the base year 2020 and horizon year 2040. Within the project limits, year 2020 base model mainline is a four-lane facility whereas horizon year 2040 model mainline is a six-lane facility.

Current and Forecasted Traffic

Within the project limits for Alternative 1A (PM 26.3 – PM 27.6):

	Design Periods			
	SR 99 Mainline		Alternative 1A (@ Commercial)	
	10 years 2027-2037	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047
2027 ADT	68,500	68,500	6,700	6,700
2037 ADT	85,000	-	12,000	-
2047 ADT	-	105,500	-	21,500
2037 DHV	7,700	-	1,100	-
2047 DHV	-	9,600	-	1,950
D	59%	59%	59%	59%

T (DHV)	12%	12%	12%	12%
TI	14	15.5	11	12.5
V	75 mph		45 mph	

Adjacent Existing Interchanges Outside the Project Limits (PM 25.4, PM 27.6):

	Design Periods	
	Rankin Rd / Avenue 200 @ K St	Paige Ave
	20 years 2027-2047	20 years 2027-2047
2027 ADT	2,750	20,000
2047 ADT	4,750	30,000
2047 DHV	480	2,750
D	59 %	59%
T (DHV)	12 %	12%
TI	11	13.5
V	25 mph	45 mph

Operational Analysis

An operational analysis dated May 11, 2018 was prepared for this project. The updated operational analysis dated February 19, 2019 is for the preferred alternative to include different intersection control options on all study intersections at Commercial Ave. All results/recommendations from this update, February 19, 2019 should supersede the area regarding Alternative 1A intersections analysis at Commercial Avenue only on the previous operational analysis. Weekday peak hour traffic conditions were evaluated under anticipated Construction Completion Year 2027 and Design Year 2047 conditions. Additional analysis for the year 2037 were also performed for two-way stop and all-way stop control options.

Existing Conditions:

State Route 99 consists of two lanes in each direction (NB and SB) through the project area. Per the most recent November 2008 CSMP, the ultimate plan for SR 99 within the project proximity is a six-through lane plus auxiliary lanes freeway.

The existing Paige Ave interchange (PM 27.6) is a Type L-6 interchange system with the freeway ramps connect with Blackstone St and Paige Ave. The existing NB hook ramps are accessing through Paige Ave, and the existing SB hook ramps are connecting to Blackstone St. The existing Paige Ave OC is a two-lane structure with a 6-foot sidewalk on the south side of the bridge. The NB off ramp intersection is currently controlled with a single stop sign at the off ramp and is operating at LOS C(D) during AM(PM) peak hours; whereas the SB off ramp intersection is currently controlled by a two-way stop with stop sign at the off ramp and SB Blackstone approach and is operating at LOS D(C) during AM(PM) peak hours.

Paige Ave/Blackstone St intersection is the adjacent local intersection of SB ramps at Paige Ave interchange, which is outside of the project limits. It is currently operating as All Way Stop control with LOS C during peak hours.

Paige Ave/Laspina St intersection is the adjacent local intersection of NB ramps at Paige Ave interchange, which is outside of the project limits. It is currently operating as All Way Stop control with a LOS D(F) during AM(PM) peak hours.

Avenue 200 interchange (PM 25.4), a Type L-6 configuration with single-lane on and off hook ramps, is an adjacent interchange outside of the project limits, which is located 2.2 miles south of Paige Ave interchange. NB ramps/Tex Dr intersection is currently controlled with a single stop sign at Tex Dr, and SB ramps/K St intersection is currently controlled with a two-way stop. NB ramps are connected to Tex Drive and K St, and Hosfield Dr. SB ramps are connected to Rankin Rd and K St. Hosfield Dr continues along east side of SR 99 which becomes Avenue 200.

The weekday peak hour traffic conditions for the year 2027 and 2047 were analyzed. Additional analysis for the year 2037 were also performed for two-way stop and all-way stop control options. The Synchro/SimTraffic microsimulation software package (Version 10) was used to analyze all signalized and unsignalized intersections. The Sidra Intersection 8 software was utilized to analyze all roundabout options. The traffic data/projection was prepared by Technical Planning Branch.

For the preferred alternative (Alternative 1A):

Two-Way-Stop-Control intersections:

Five proposed intersections at Commercial Ave were analyzed with two-way stop control. The table below summarize intersection Level of Service (LOS) during the AM and PM peak hour conditions for the year 2027, 2037, and 2047:

Intersection	Traffic Control	2027 LOS		2037 LOS		2047 LOS	
		AM	PM	AM	PM	AM	PM
SR 99 NB Ramps/Commercial Ave	Stop at off-ramp	B	B	C	C	F	F
SR 99 SB Ramps/Commercial Ave	Stop at off-ramp	B	B	C	C	F	F
Commercial Ave/Laspina St	Stop at Commercial	B	C	D	F	F	F
Commercial Ave/Blackstone St	Stop at Blackstone	B	B	F	F	F	F
Commercial Ave/K St	Stop at Commercial	B	B	F	F	F	F

The results show that all intersections are projected to operate at acceptable LOS C or better in 2027 during both AM and PM peak hour conditions. However, 3 of 5 intersections are expected to operate at unacceptable LOS F conditions during peak hours in the year 2037 with the two-way stop control, and all five intersections are projected to fall to unacceptable LOS F during peak hour conditions in the year 2047.

All-Way-Stop-Control intersections:

Five proposed intersections at Commercial Ave were analyzed with all-way stop control. The table below summarize intersection Level of Service (LOS) during the AM and PM peak hour conditions for the year 2027, 2037, and 2047:

Intersection	Traffic Control	2027 LOS		2037 LOS		2047 LOS	
		AM	PM	AM	PM	AM	PM
SR 99 NB Ramps/Commercial Ave	All-way Stop	A	A	C	C	F	F
SR 99 SB Ramps/Commercial Ave	All-way Stop	B	A	C	C	F	F
Commercial Ave/Laspina St	All-way Stop	A	A	B	C	E	F
Commercial Ave/Blackstone St	All-way Stop	B	B	C	C	F	F
Commercial Ave/K St	All-way Stop	A	A	C	B	E	E

The results show that all intersections are projected to operate at acceptable LOS B or better in 2027 during both AM and PM peak hour conditions. All intersections are expected to continue to operate at acceptable LOS C or better in 2037 conditions. However, all five intersections are projected to operate at unacceptable LOS E/F during peak hours conditions in the year 2047.

Signalized Intersections:

The two ramp intersections at Commercial Ave Interchange were evaluated as signal control intersections. All recommended turn lane lengths at the intersection were estimated for storage only (storage lengths). An appropriate deceleration length based on the design speed of the approaches shall be considered and added to the recommended storage length per the current Highway Design Manual. In some cases, the total channelization length cannot be provided because of physical constraints. The following are recommended intersection geometries and turn pocket storage lengths based on the year 2047 conditions:

LOCATION	LANE TYPE	STORAGE LENGTH PER LANE
NB Off-ramp onto Commercial Ave	One Left Turn	325'
	One Right Turn	325'
EB Commercial Ave	Two Through Lane	
EB Commercial Ave to NB SR99 Loop on-ramp	One Right Turn	250'
WB Commercial Ave	Two Through lane	
WB Commercial Ave to NB On-ramp	One Right Turn	250'
SB Off-ramp onto Commercial Ave	One Left Turn	325'
	One Right Turn	325'
EB Commercial Ave	Two Through Lane	
EB Commercial Ave to SB SR99 on-ramp	One Right Turn	275'
WB Commercial Ave	Two Through Lane	

WB Commercial Ave to SB SR99 Loop On-ramp	One Right Turn	325'
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Three other local intersections along Commercial Ave were analyzed as signal control intersections. The following are the recommended intersection geometries and turn pocket storage lengths based on the year 2047 conditions:

LOCATION		LANE TYPE	STORAGE LENGTH PER LANE
Commercial Ave / Laspina St	NB Approach	Two Left Turn	200'
		Two Through Lane	
	SB Approach	Two Through Lane	
		One Right Turn	200'
	EB Approach	Two Left Turn	325'
		One Right Turn	325'
Commercial Ave / Blackstone St	SB Approach	One Left Turn	200'
		One Right Turn	200'
	EB Approach	One Left Turn	200'
		Two Through Lane	
	WB Approach	Two Through Lane	
		One Right Turn	300'
Commercial Ave / K St	NB Approach	One Through Lane	
		One Right Turn	275'
	SB Approach	One Left Turn	350'
		One Through Lane	
	WB Approach	One Left Turn	
		One Right Turn	

The table below summarizes the intersection LOS during the AM and PM peak hours for the intersection geometries described as above:

Intersection	Traffic Control	2027 LOS		2047 LOS	
		AM	PM	AM	PM
SR 99 NB Ramps/Commercial Ave	Signal	B	B	B	B
SR 99 SB Ramps/Commercial Ave	Signal	A	A	B	B
Commercial Ave/Laspina St	Signal	B	C	C	C
Commercial Ave/Blackstone St	Signal	B	B	C	C
Commercial Ave/K St	Signal	B	B	D	D

The results show that all intersections are projected to operate at acceptable LOS C or better in 2027 during both AM and PM peak hour conditions. Four of five intersections are expected to continue to operate at acceptable LOS B/C in the year 2047. One intersection is expected to operate at LOS D in the year 2047.

Roundabouts:

All proposed intersections at Commercial Ave Interchange were analyzed as roundabout. The following are recommended lane configurations to maintain an acceptable LOS based on the year 2047 traffic conditions:

LOCATION		LANE TYPE	STORAGE LENGTH PER LANE
NB Ramps/ Commercial Ave	SB & NB	One Circulating Lane	
	EB & WB	One Circulating Lane	
	EB Approach	One Through Lane	
		One Right-Turn Bypass (Short Lane)	
	WB Approach	One Through Lane	
		One Right-Turn Bypass (Short Lane)	
	NB Approach	One Shared Left/Through Lane	
		One Right-Turn Bypass (Short Lane)	
SB Ramps/ Commercial Ave	SB & NB	One Circulating Lane	
	EB & WB	One Circulating Lane	
	EB Approach	One Through Lane	
		One Right-Turn Bypass (Short Lane)	
	WB Approach	One Through Lane	
		One Right-Turn Bypass (Short Lane)	
	SB Approach	One Shared Left/Through Lane	
		One Right-Turn Bypass (Short Lane)	
Commercial Ave/ Laspina St	EB & WB	One Circulating Lane	
	NB & SB	Two Circulating Lanes	
	NB Approach	One Shared Left/Through Lane	
		One Through Lane	
	SB Approach	One Through Lane	
		One Shared Through/Right-Turn Lane	
	EB Approach	One Left Turn	150'
		One Right Turn	150'
Commercial Ave/ Blackstone St	WB, SB & NB	One Circulating Lane	
	EB	Two Circulating Lanes	
	WB Approach	One Right-Turn Bypass (Short Lane)	
		One Through Lane	
	SB Approach	One Left-Turn Lane	
		One Right-Turn Bypass (Short Lane)	
	EB Approach	One Left Turn	250'
		One Through Lane	
Commercial Ave/ K St	SB & NB	One Circulating Lane	
	EB & WB	One Circulating Lane	
	WB Approach	One Left-Turn Lane	
		One Right-Turn Bypass (Short Lane)	
	NB Approach	One Through Lane	
		One Right-Turn Bypass (Short Lane)	

	SB Approach	One Left Turn	75'
		One Through Lane	

The table below summarize intersection LOS during the AM and PM peak hours conditions:

Intersection	Traffic Control	2027 LOS		2047 LOS	
		AM	PM	AM	PM
SR 99 NB Ramps/Commercial Ave	Roundabout	A	A	A	A
SR 99 SB Ramps/Commercial Ave	Roundabout	A	A	A	A
Commercial Ave/Laspina St	Roundabout	A	A	A	B
Commercial Ave/Blackstone St	Roundabout	A	A	B	B
Commercial Ave/K St	Roundabout	A	A	A	A

The forecasted traffic volume indicates that the new Commercial Avenue Interchange is expected to alleviate some traffic at the Paige Ave Interchange by 2027.

The forecasted traffic volume indicates that less traffic is expected to use the existing Avenue 200 Interchange after the new Commercial Ave Interchange is operational. Avenue 200 Interchange is projected to continue to maintain an acceptable LOS by 2047.

An analysis of the freeway weaving and merging/diverging performance was conducted. The following is the summary of the freeway weaving area and merge/diverge segment LOS for the proposed interchange and the adjacent interchanges:

Freeway	Direction	Weaving Area	# Freeway Lanes	2027 LOS	# Freeway Lanes	2047 LOS
SR 99	NB	Commercial Ave to Paige Ave	2	B	3	B
	SB	Paige Ave to Commercial Ave	2	B	3	B

Freeway	Direction	Merging/Diverging Influence Area	# Freeway Lanes	2027 LOS	# Freeway Lanes	2047 LOS
SR 99	NB	Off-ramp at Commercial Ave	2	D	3	C
		On-ramp at Paige Ave	2	D	3	C
	SB	Off-ramp at Paige Ave	2	C	3	C
		Loop On-ramp at Commercial Ave	2	C	3	C
		Slip On-ramp at Commercial Ave	2	C	3	C
SR 99	NB	Off-ramp at Ave 200	2	D	3	C
		On-ramp at Ave 200	2	D	3	C
	SB	Off-ramp at Ave 200	2	C	3	C
		On-ramp at Ave 200	2	C	3	C

The analysis shows the weaving areas, merging and diverging influence areas would operate at an acceptable LOS by 2027 with the proposed auxiliary lanes on both NB and SB of the existing 4-lane freeway between Commercial Ave and Paige

Ave. When demand exceeds freeway capacity, SR 99 within the project limits will require a 6-lane freeway to maintain an acceptable level of service.

The proposed project is located within freeway segments that have proposed ramp meters listed in the 2017 Ramp Metering Development Plan (RMDP). Per Caltrans' Deputy Directive 35 R-1 Ramp Metering, provisions for ramp metering shall be included in any project that proposes additional capacity, modification of an existing interchange, or construction of a new interchange within the freeway corridors identified in the RMDP. The RMDP will be used for traffic related design standards, such as the number of lanes, storage length, and advance warning devices.

Collision Analysis

A Safety Field Review was conducted on February 6, 2018. The accident history for the NB and SB mainline of SR 99, and the freeway ramps were analyzed separately.

NB SR 99 mainline (PM 26.3/PM 28.1)

The accident rates are based on the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B. The Accident Rates in the number of accidents per million-vehicle-miles (MVM) are shown as follows:

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
NB PM 26.3 to PM 28.1	0.000	0.31	0.66	0.006	0.27	0.79

The accident rates for NB SR 99 mainline between PM 26.3 and PM 28.1, the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B, indicate that the *Actual Fatal* and *Actual Total* accident rates are **lower** than the *Statewide Average* accident rates for similar roadways with comparable traffic volumes. However, the *Actual Fatal plus Injury* accident rate is **higher** than the *Statewide Average Fatal plus Injury* accident rate.

There were 36 accidents (0-Fatal, 17-Injury, 19-Property Damage Only (PDO)) recorded at this mainline section of SR 99. Data is provided as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Influence of Alcohol					2		
Following Too Close			1				
Improper Turn		1			11	1	

Speeding	1	4	4	3	1		
Other Violations		3	1		2		
Other than driver					1		
Total	1	8	6	3	17	1	0

Object Struck	No. of Occurrences
Bottom of Structure	1
Light Pole	1
Median Barrier	6
Over Embankment	1
Fence	3
Trees	2
Overtaken	3
Total	17

For NB direction of the mainline freeway, the most common type of accidents was Hit-Object with the Primary Collision Factor being Improper Turn. The main objects struck from the 17 Hit-Object accidents was Median Barrier. Given the varied locations, factors, and types of the collisions along the NB freeway segment, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

SB SR 99 mainline (PM 26.3/PM 28.1)

The accident rates are based on the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B. The Accident Rates in the number of accidents per million-vehicle-miles (MVM) are shown as follows:

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
SB PM 26.3 to PM 28.1	0.000	0.09	0.50	0.006	0.27	0.79

The accident rates for this SB segment of the freeway between PM 26.3 and PM 28.1, the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B, indicate that the *Actual* accident rates are **lower** than the *Statewide Average* accident rates.

There were 27 accidents (0-Fatal, 5-Injury, 22-PDO) recorded at this mainline section of SR 99. Data is provided as follows:

Primary Collision Factor	Type of Accident						
	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Auto-Ped	Other
Improper Turn				10			
Speeding		7	1	2			
Other Violations	6						
Other than driver							1
Total	6	7	1	12	0	0	1

Object Struck	No. of Occurrences
Median Barrier	3
Fence	7
Trees	1
Other Object On Road	1
Total	12

For SB direction of the mainline freeway, the most common type of accidents was Hit-Object with the Primary Collision Factor being Improper Turn. The main objects struck from the 12 Hit-Object accidents was Fence. Given the varied locations, factors, and types of the collisions along the SB freeway segment, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

SR 99 Ramps:

NB On-ramp from Paige Ave/Ave 216 (PM 27.623)

The accident rates for the NB SR 99 On-ramp from Paige Ave/Ave 216, the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B, indicate that the *Actual Fatal* and the *Actual Fatal plus Injury* accident rates are **lower** than the *Statewide Average* accident rates. However, the *Total* accident rate is **higher** than the *Statewide Average Total* accident rate. The Accident Rates in the number of accidents per million-vehicle-miles (MVM) are shown as follows:

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
NB On-ramp from Paige Ave/Ave 216 (PM 27.623)	0.000	0.00	1.07	0.001	0.14	0.48

There were four accidents (0-Fatal, 0-Injury, 4-PDO) at this on-ramp. The most common type of accidents was Hit-Object with the Primary Collision Factor being Improper Turn. Data is provided as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Improper Turn					2		
Speeding			1	1			
Total	0	0	1	1	2	0	0

The objects struck from the 2 Hit-Object accidents were End of Guardrail and Dike/Curb. Given the varied factors and types of the collisions, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

SB On-ramp from Blackstone St/Paige Ave (PM 27.625)

The accident rates for the SB SR 99 On-ramp from Blackstone/Paige, for the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B, indicate that all *Actual* accident rates are **lower** than the *Statewide Average* accident rates for similar ramps with comparable traffic volumes. The Accident Rates in the number of accidents per million-vehicle-miles (MVM) are shown as follows:

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
SB On-ramp from Blackstone St/Paige Ave (PM 27.625)	0.000	0.00	0.00	0.001	0.14	0.48

No accidents were recorded within the most recent 3-year study period.

NB Off-ramp to Paige Ave/Avenue 216 (PM 27.530)

The accident rates for this ramp, for the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B, indicate that the *Actual Fatal* accident rates are **lower** than the *Statewide Average Fatal* accident rates. However, the *Actual Fatal plus Injury* and the *Actual Total* accident rates are **higher** than the *Statewide Average* accident rates. The Accident Rates in the number of accidents per million-vehicle-miles (MVM) are shown as follows:

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
NB Off-ramp to Paige Ave/Ave 216 (PM 27.530)	0.000	0.81	2.43	0.002	0.23	0.78

There were six accidents (0-Fatal, 2-Injury, 4-PDO) at this off-ramp. The most common type of accidents was Hit-Object with the Primary Collision Factor being Improper Turn. Data is provided as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Influence of Alcohol					1		
Improper Turn					2		
Speeding						2	
Other Violations	1						
Total	1	0	0	0	3	2	0

The objects struck from the 3 Hit-Object accidents were traffic sign/sign post and Dike/Curb.

SB Off-ramp to Blackstone/Paige (PM 27.718)

The accident rates for this ramp, for the most recent 3-year study period (01/01/2015 to 12/31/2017) as shown on Table B, indicate that the *Actual Fatal* accident rates are **lower** than the *Statewide Average Fatal* accident rates. However, the *Actual Fatal plus Injury* and the *Actual Total* accident rates are **higher** than the *Statewide Average* accident rates.

Location	Actual			Average		
	Fatal	F+I	Total	Fatal	F+I	Total
SB Off-ramp to Blackstone St/Paige Ave (PM 27.718)	0.000	0.54	1.43	0.002	0.23	0.78

There were eight accidents (0-Fatal, 3-Injury, 5-PDO) at this off-ramp. The most common type of accidents was Hit-Object with the Primary Collision Factor being Speeding. Data is provided as follows:

Primary Collision Factor	Type of Accident						
	Head-On	Sideswipe	Rear End	Broadside	Hit Object	Overturn	Other
Failure to Yield		1					
Improper Turn					1		
Speeding				1	2	2	
Other Violations			1				
Total	0	1	1	1	3	2	0

The objects struck from the 3 Hit-Object accidents were traffic sign/sign post and Dike/Curb. Given the varied factors and types of the collisions, there does not appear to be any accident concentrations that would indicate that there is a correctable accident causing situation.

It is recommended that the following to be incorporated in the project:

- All new signing and pavement delineation should meet the current CA MUTCD standards. Existing signs should be upgraded with retroreflective sheeting Type XI.
- On freeways when the pedestrians are not present, lighting poles should be made breakaway if they are located within the clear recovery zone.
- Striping tape with contrast treatment and enhanced wet-night visibility should be used for new pavement striping on Portland cement concrete.
- STAA truck turn templates should be used in the design of intersections.
- Single post exit gore signs should be upgraded to two post exit gore signs and placed near the back of the gore area.
- Existing dike that does not meet current standards per Highway Design Manual should be replaced with the appropriate standard dike.
- Upgrade all existing guard railing, three-beam barrier, and end barrier treatments to current hardware design standards.
- Object markers should be placed in front of traffic safety devices or at fixed objects as appropriate.
- Pavement Tapered Edge should be used to prevent pavement drop-offs. It is recommended that the ground be graded flush with the shoulders and be made recoverable with 4:1 slope or flatter where feasible. Shoulder backing is also an option to address this issue.

5. ALTERNATIVES

5A. Preferred Alternative

The PDT selected Alternative 1A as the preferred alternative which proposes a new interchange at Commercial Avenue (PM 26.8), located on SR 99 in Tulare County between 0.9 mile north of Avenue 200 OC (PM 26.3) and Paige Ave OC (PM 27.6).

Alternative 1A – Construct Commercial Ave Interchange with Auxiliary Lanes and Paige Ave interchange remain open

Major design elements are as follows:

- Construct a new Partial Cloverleaf (Type L-9) interchange at Commercial Avenue
- Construct new 2,155-foot and 2,100-foot auxiliary lanes in the northbound (NB) and southbound (SB) directions, respectively, between Paige Ave interchange and the new interchange at SR 99

- Construct new ramps for Commercial Ave interchange at SR 99 per current design standards
- Widen inside shoulder from 5 feet to 10 feet within the project limits
- Extend the existing Blackstone St to connect to the new interchange by providing two travel lanes with bike lane for both NB and SB Blackstone St per City of Tulare design standards
- Extend the existing Commercial Avenue to connect between K Street and Laspina Street by providing two 12-foot travel lanes, one 8-foot shoulder, 10-foot sidewalk for EB and WB Commercial Avenue within State Right of Way, and 18-foot wide median along Commercial Avenue between K Street and Laspina St. Within the City of Tulare right of way, it will be 11-foot travel lane with shoulder per City of Tulare design standards
- Provide one left turn lane at SB K Street and one right turn lane at NB K Street onto Commercial Avenue
- Provide two left turn lanes at NB Laspina Street and one right turn lane at SB Laspina Street onto Commercial Avenue
- Stop control at the following intersections: SR 99 NB Off-ramp/Commercial Ave, SB Off-ramp/Commercial Ave, Commercial Ave/Laspina St, Commercial Ave/Blackstone St and Commercial Ave/K St, and it would accommodate for future signalization at these locations if warranted
- Provide additional lane on the new on-ramps to accommodate ramp metering facility
- Construct drainage basins and new drainage systems to accommodate additional runoff

State Route 99 within the project limits has a design speed of 75 mph. The proposed Commercial Ave between K St and Laspina St has a design speed of 45 mph.

The new bridge structure at Commercial Ave can accommodate the future freeway widening to a six-lane facility with auxiliary lanes for 2030 Concept and an eight-lane facility for the UTC per the November 2008 Route 99 Rural Corridor System Management Plan (CSMP). The proposed width includes two 12-foot through lanes, an 8-foot shoulder, a 10-foot sidewalk per direction, and 18-foot wide median along Commercial Ave. The interchanges distance between Paige Ave and the proposed Commercial Ave is less than one mile, thus, auxiliary lanes will be constructed on both SR 99 NB and SB directions between these two interchanges to mitigate weaving traffic movement.

The project construction cost without escalation for this alternative is approximately \$41.8 million. The Right of Way cost without escalation is approximately \$12.1 million. To minimize the impact area on the Southern California Edison Energy Education Center, a retaining wall may be required at the east side of NB off ramp to Commercial Ave. A preliminary Cost Estimate for this alternative is included in Attachment D.

This alternative will have a more direct access to the on and off ramps for both NB and SB SR 99 at Commercial Ave, compared with the Avenue 200 interchange and Paige Ave interchange. The new interchange does not have adverse effect on the adjacent interchanges. It will also provide an additional crossing for east-west traffic, thus, improve the local traffic operations in the vicinity. Whenever there are special events at the Tulare Ag Expo Center, traffic will have an additional access that will help to relieve the traffic congestion at local roads including Avenue 200 OC interchange, and enhancing the traffic movement. The extended Blackstone St will accommodate the traffic to the existing businesses near the Paige Ave interchange. Easier access to the local businesses will help to promote future economic development. This alternative also has the least impacts to the developed businesses at Paige Ave compared with other viable alternatives.

An open house to present all viable alternatives to the public was held on January 8, 2019 in Tulare County. The public expressed concerns on the alternatives that proposed to permanently close all existing ramps at the Paige Ave interchange. There was major opposition from the nearby businesses that closing the existing ramps at Paige Ave interchange would significantly impact their businesses. All comments and responses are included in the attached Final Environmental Document. The Tulare City Council Meeting held on February 5, 2019 also had full support from the City Council on the preferred alternative (Alt 1A) to construct a new interchange on SR 99 in Tulare County at Commercial Ave with Paige Ave interchange remains open.

Based on the conditions mentioned above, it is with PDT consensus that this alternative (Alt 1A) is selected as the preferred alternative.

Proposed Engineering Features

The preferred alternative proposes to provide 12-foot travel lanes, 8-foot shoulder, 10-foot sidewalk, 18-foot wide median for Commercial Ave. Proposed auxiliary lane along SR 99 will be 12' wide with 10' shoulder. Jointed Plain Concrete Pavement (JPCP) with Hot Mix Asphalt (HMA) will be used for the proposed ramps, and HMA with Aggregate Base (AB) for auxiliary lane and shoulder as freeway widening project is anticipated within the next ten years.

Nonstandard Design Features

A Design Standard Decisions Document (DSDD) was approved on May 11, 2019 for the nonstandard design features. The preferred alternative proposes standard geometric features on the roadway and interchange where feasible. However, to minimize the impact of existing local businesses and significant cost increase on reconstructing the existing pavement on SR 99, standard geometric features at some locations cannot be achieved. This alternative (Alt 1A) requires an approval for the DSDD on the following:

(1) Nonstandard Interchange Spacing

The proposed design feature is to provide a new interchange at 0.8 mile south of the existing Paige Avenue interchange on SR 99 in Tulare County. The new interchange would create nonstandard interchange spacing.

Caltrans Highway Design Manual (HDM) Index 501.3 – Spacing: **“The minimum interchange spacing shall be one mile in urban areas, two miles outside of urban areas, and two miles between freeway-to-freeway interchanges and other interchanges.”**

(2) Nonstandard Superelevation Rate

The design features are as follows:
to maintain:

- an approximately 1% superelevated cross slope on the existing NB & SB travel lanes from STA 628+81 to STA 644+85 on SR 99

to create:

- a 2% superelevated cross slope on the inside shoulder, a 1.5% superelevated cross slope (adverse) on the proposed auxiliary lane, and a 5% superelevated cross slope (adverse) on the outside shoulder from STA 628+81 to STA 640+28 NB SR 99 of the curve segment in the City of Tulare
- a 2% superelevated cross slope (adverse) on the inside shoulder, and a 2% superelevated cross slope on the proposed auxiliary lane from STA 628+81 to STA 644+85 SB SR 99 of the curve segment in the City of Tulare.

This creates nonstandard superelevation rate and minimum curve radius.

Caltrans HDM Index 202.2 – **“Roadways described below, (a) through (e), shall be designed with the e_{max} indicated.**

SR 99:

(b) Use $e_{max}=10\%$ for freeways, expressways, and multilane conventional highways. Per Table 202.2D, at Design Speed = 75 mph, and Curve Radius = 10,000 ft, standard superelevation rate = 2.4%.

Based on the above e_{max} , superelevation rates from Tables 202.2A through 202.2E shall be used with the minimum curve radii and design speed (V_d).

If less than standard superelevation rates are approved (see Index 82.1), Figure 202.2 shall be used to determine superelevation based on the curve radius and maximum comfortable speed.

Caltrans HDM Index 203.2 – **“Tables 202.2A through 202.2E shall be the minimum radius of curve for superelevation rates and design speeds on highways.**

SR 99:

Per Table 202.2D, at Design Speed = 75 mph, and superelevation rate = Normal Crown (NC), Standard Curve Radius = 16,300 ft.

(3) Nonstandard Median Width

The proposed design feature is to maintain the existing 42' median width on SR 99 within the proposed project limits. This proposed feature will create a nonstandard median width.

Caltrans HDM Index 305.1(1)(a) - Urban Median Width: "Minimum median widths for the design year (as described below) should be used in order to accommodate the ultimate highway facility (type and number of lanes):

(1) Freeways and Expressways.

(a) Urban Areas. Where managed lanes (HOV, Express, etc) or transit facilities are planned, the minimum median width should be 62 feet. Where there is little or no likelihood of managed lanes or transit facilities planned for the future, the minimum median width should be 46 feet. However, where physical and economic limitations are such that a 46-foot median cannot be provided at reasonable cost, the minimum median width for freeways and expressways in urban areas should be 36 feet.

5B. Viable Alternatives

Alternative 1C – Construct Commercial Ave Interchange with all ramps at Paige Ave interchange permanently closed

This alternative will be constructed in two phases. Phase 1 will construct an interchange at Commercial Ave. It will be situated at approximately 0.8 mile south of Paige Ave OC with all the existing on and off ramps at Paige Ave closed permanently. The existing ramp junctions at Paige Ave Interchange will be replaced with cul-de-sac for nearby businesses as right-in and right-out access. The existing Commercial Ave will be widened from K St to accommodate the new interchange traffic. The intersection at Commercial Ave and K St will be reconstructed to include turn lanes from K St onto Commercial Ave. A new intersection will be constructed at Laspina St to connect with Commercial Ave. Ingress/egress to the freeway will be designed to current design standards.

With the proposed Commercial Ave Interchange, it is anticipated that traffic would mainly use the new interchange with the standardized ramp configurations. This alternative also proposes to connect the existing Blackstone St to Commercial Ave. Consequently, traffic will be able to access the developed businesses at Paige Ave through the new Blackstone St connection.

Phase 2 will replace the existing Paige Ave OC structure once additional funding becomes available. The new structure will accommodate up to four-lane roadway configuration with an 8-foot shoulder and a 10-foot sidewalk per direction. This would become an additional improved crossing between east and west traffic.

The project construction cost without escalation for Phase 1 & 2 of this alternative are approximately \$45.8 million and \$16.2 million for the latter. The Right of Way cost is approximately \$12.2 million. To minimize the impact area on the Southern California Edison Energy Education Center, a retaining wall may be required at the east side of NB off ramp to Commercial Ave.

This alternative will have a more direct access to the on and off ramps for both NB and SB SR99 at Commercial Ave, compared with the Avenue 200 interchange and Paige Ave interchange. Interchange spacings between the new interchange and adjacent interchanges will be more than one mile. This new interchange will also provide an additional crossing for east-west traffic, thus, improve the local traffic operations in the vicinity. Whenever there are special events at the Tulare Ag Expo Center, traffic will have an additional east-west crossing that will help to relieve the traffic congestion at local roads including Avenue 200 OC interchange, and enhancing the traffic movement. The extended Blackstone St will accommodate the traffic to the existing businesses near the Paige Ave interchange. Easier access to the local businesses will help to promote future economic development. However, this alternative will significantly impact the developed businesses at Paige Ave compared with Alternative 1A since all existing ramps at Paige Ave will be permanently closed. The traffic volume forecasts is projected to increase at Bardsley Ave interchange if all ramps at Paige Ave interchange.

An open house to present all viable alternatives to the public was held on January 8, 2019 in Tulare County. The public expressed concerns on the alternatives that proposed to permanently close all existing ramps at the Paige Ave interchange. There was major opposition from the nearby businesses that closing the existing ramps at Paige Ave interchange would significantly impact their businesses. All comments and responses are included in the attached Final Environmental Document. The Tulare City Council Meeting held on February 5, 2019 also had full support from the City Council on the preferred alternative (Alt 1A) to construct a new interchange on SR 99 in Tulare County at Commercial Ave with Paige Ave interchange remains open.

Based on the conditions mentioned above, it is with PDT consensus not to select this alternative (Alt 1C) as the preferred alternative.

Alternative 2 – Construct Industrial Ave Interchange with all ramps at Paige Ave interchange permanently closed

This alternative will be constructed in two phases. Phase 1 will construct an interchange at Industrial Ave. It will be situated at approximately 0.4 mile south

of Paige Ave OC with all the existing on and off ramps at Paige Ave closed permanently. The existing ramp junctions at Paige Ave Interchange will be replaced with cul-de-sac for nearby businesses as right-in and right-out access. The existing Industrial Ave will be widened from K St to accommodate the new interchange traffic. The intersection at Industrial Ave and K St will be reconstructed to include turn lanes from K St onto Industrial Ave. A new intersection will be constructed at Laspina St to connect with Industrial Ave. Ingress/egress to the freeway will be designed to current design standards.

With the proposed Industrial Interchange, it is anticipated that traffic would mainly use the new interchange with the standardized ramp configurations. This alternative also proposes to realign the existing Blackstone St to connect to Industrial Ave. Consequently, traffic will be able to access to the developed businesses at Paige Ave through the improved Blackstone St.

Phase 2 will replace the existing Paige Ave OC structure once additional funding becomes available. The new structure will accommodate a four-lane roadway configuration with an 8-foot shoulder and a 10-foot sidewalk per direction. This would become an additional improved crossing between east and west side traffic.

The project construction cost without escalation for Phase 1 & 2 of this alternative are approximately \$49.7 million and \$16.2 million for the latter. The Right of Way cost is approximately \$15.6 million.

This alternative will have a more direct access to the on and off ramps for both NB and SB SR99 at Industrial Ave, compared with the Avenue 200 interchange and Paige Ave interchange. Interchange spacings between the new interchange and adjacent interchanges will be more than one mile. This new interchange will also provide an additional crossing for east-west traffic, thus, improve the local traffic operations in the vicinity. Whenever there are special events at the Tulare Ag Expo Center, traffic will use the new interchange to access to the center, which will help to relieve the traffic congestion at K St and Laspina St. The extended Blackstone St will accommodate the traffic to the existing businesses near the Paige Ave interchange. With the additional funding upon availability, replacing the existing Paige Ave OC after all ramps are closed will encourage the bicyclists and pedestrians to access the improved overcrossing at Paige Ave. Easier access to the local businesses will help to promote future economic development in the vicinity. However, this alternative will significantly impact the developed businesses at Paige Ave compared with Alternative 1A since all existing ramps at Paige Ave will be permanently closed. The proposed interchange will have significant impacts to the concrete batch plant. There is a communication tower which is situated at the proposed interchange location. This communication tower will require relocation and potentially impact project schedule significantly. The traffic volume forecast is projected to increase at Bardsley Ave interchange if all ramps at Paige Ave interchange are closed.

An open house to present all viable alternatives to the public was held on January 8, 2019 in Tulare County. The public expressed concerns on the alternatives that proposed to permanently close all existing ramps at the Paige Ave interchange. There was major opposition from the nearby businesses that closing the existing ramps at Paige Ave interchange would significantly impact their businesses. All comments and responses are included in the attached Final Environmental Document. The Tulare City Council Meeting held on February 5, 2019 also had full support from the City Council on the preferred alternative (Alt 1A) to construct a new interchange on SR 99 in Tulare County at Commercial Ave with Paige Ave interchange remains open. This alternative is also not on the 2018 RTP/SCS.

Based on the conditions mentioned above, it is with PDT consensus not to select this alternative (Alt 2) as the preferred alternative.

Alternative 3 – Reconstruct the existing Paige Ave Interchange

This alternative proposes to reconstruct Paige Ave interchange. Existing bridge structure will be replaced with a new wider structure. The new bridge structure includes a minimum 6-foot median, two 12-foot through lanes, an 8-foot shoulder, a 10-foot sidewalk for each direction, and two 12-foot left turn lanes from WB Paige Ave onto SB Paige on ramp. This structure will be designed to current design standards including standard vertical clearance and will allow for future freeway widening to a six-lane facility with auxiliary lanes for 2030 Concept and an eight-lane facility for the Ultimate Transportation Corridor. All ramps at Paige Ave will be realigned. With the new ramp configurations, the box culvert will be reconstructed to channel Tulare Canal through the interchange. To accommodate additional traffic to the local streets, intersections between Blackstone Street and Paige Ave, Laspina St and Paige Ave will be improved to provide additional turn lane storage.

The project construction cost without escalation for this alternative is approximately \$44.8 million. The Right of Way cost is approximately \$18.9 million.

This alternative will have a more direct access to the on and off ramps for both NB and SB SR99, compared with the Avenue 200 interchange and previous Paige Ave interchange ramp configuration. However, any special events held at the Tulare Ag Expo Center, traffic will still need to use Avenue 200 OC and Paige Ave OC to access to the center, which may increase the traffic congestion at Avenue 200, Paige Ave, K St and Laspina St. There is only one existing crossing between east-west traffic. This alternative most likely will have significant impacts to the existing businesses, mobile home park, and residents near the Paige Ave interchange during construction. With the construction duration and necessary detour through the local roads, there may be significant disruption to the nearby businesses and increase in traffic congestion. The traffic congestion may cause inconvenience and longer delay for the residents in the vicinity.

An open house to present all viable alternatives to the public was held on January 8, 2019 in Tulare County. The public expressed concerns on the alternatives that proposed to permanently close all existing ramps at the Paige Ave interchange. There was major opposition from the nearby businesses that closing the existing ramps at Paige Ave interchange would significantly impact their businesses. All comments and responses are included in the attached Final Environmental Document. The Tulare City Council Meeting held on February 5, 2019 also had full support from the City Council on the preferred alternative (Alt 1A) to construct a new interchange on SR 99 in Tulare County at Commercial Ave with Paige Ave interchange remains open.

Based on the conditions mentioned above, it is with PDT consensus not to select this alternative (Alt 3) as the preferred alternative.

Alternative 4 – No-build

This alternative will not make any changes to the existing facility, as a result the stated purpose and need (see Section 4) of the project will not be addressed.

Based on the conditions mentioned above, it is with PDT consensus not to select this alternative (Alt 4) as the preferred alternative.

Interim Features

This project does not propose any interim features.

High-Occupancy Vehicle (Bus and Carpool) Lanes

This project will provide an additional lane on all proposed on-ramps to accommodate future High-Occupancy Vehicle lanes.

Ramp Metering

The proposed project is located within freeway segments that have proposed ramp meters listed in the 2017 Ramp Metering Development Plan (RMDP). Per Caltrans' Deputy Directive 35 R-1 Ramp Metering, provisions for ramp metering shall be included in any project that proposes additional capacity, modification of an existing interchange, or construction of a new interchange within the freeway corridors identified in the RMDP. The RMDP will be used for traffic related design standards, such as the number of lanes, storage length, and advance warning devices.

California Highway Patrol Enforcement Areas

It is proposed to provide CHP enforcement areas at the new ramps for each alternative.

Park-and-Ride Facilities

Currently, there is no park-and-ride lot within the project limits. The nearest park-and-ride facility along SR 99 is near Delano Airport at approximately PM 54.5 in Kern County. No new park-and-ride facility is proposed.

Utility and Other Owner Involvement

There are existing utilities such as telecommunication underground lines, sewer and water lines, electric and gas lines may need to be protected in place, adjust manhole to grade, overhead/underground line relocation. Existing utilities are mainly situated along existing Commercial Ave. It is anticipated existing water line, sewer line, storm drain will be protected in place when resurfacing the existing pavement to match with new segment of the roadway and interchange. Existing manholes will need to be raised to grade. For existing roadway to be widened, existing overhead or underground facilities will potentially be relocated. Existing storm drain basins impacted due to the project will be relocated with City of Tulare coordination. Tulare Canal just north of existing Paige Ave will not be impacted based on the preferred alternative.

Railroad Involvement

No Railroad facilities or right of way will be affected. The existing railroad is about 0.8 mile west of SR 99. A clause will be added that no access onto the railroad right of way will be allowed for this project.

Highway Planting

Construction activities may require the removal of existing trees, shrubs and other vegetation and irrigation components. Any vegetation or irrigation that is damaged or removed from within the state right-of-way because of the proposed construction activities will be replaced. Replacement planting will only replace the existing Eucalyptus trees and oleander shrubs that are being removed with the project. The project sponsor, TCAG, may also choose to go over and above replacement planting and provide full highway planting at the new interchange, which includes additional flowering ornamental trees and shrubs. All highway planting will be programmed in conjunction with and funded from this roadway construction project. It will be designed and constructed under a separate expenditure authorization. The preliminary cost for planting work includes the cost of irrigation. The project must be under construction within two years of acceptance of the highway contract that damaged or removed the existing planting. A minimum 3-year plant establishment period will be included to facilitate the success of the highway planting. Any planting and irrigation requested by TCAG in addition to replacement planting will need to be maintained by the City or County for a specific amount of time period.

Erosion Control

All areas disturbed during the construction of this project will require an erosion control application. The funding for erosion control will be separate from the funding for any highway planting requirements which is included in the preliminary cost estimate.

Noise Barriers

A Noise Study Report (NSR) was prepared and evaluated for all proposed alternatives. Per NSR, south of the proposed interchange for Alternative 1A will have

no long-term noise impacts that will require noise abatement since the land use for the receivers in the proposed site is primarily commercial. However, there will be long-term noise impacts just north of the proposed interchanges due to the proposed auxiliary lane on NB 99 for Alternative 1A. The noise attenuation proposed for the residences just north of Paige Ave and east of SR 99 is in the form of a soundwall. A Noise Abatement Decision Report (NADR) was prepared to identify any potential issues and constraints to install the proposed soundwall and are shown as follows:

- The existing Tulare Irrigation Canal will be impacted by the proposed soundwall footing. Special design of the soundwall footing may be required and the construction cost of the wall may significantly increase.
- The proposed soundwall placed at edge of shoulder may impede the pavement runoff onto the side ditches. Approximately 1500' long of the existing side ditch will be replaced by culvert with drainage inlet in front of the soundwall.
- The wide area behind the proposed soundwall as maintenance access might become an illegal refuge area or encampment, which would become a maintenance issue.
- Although the proposed soundwall (SW1) meets the design goal of 7dB of noise reduction at one or more benefited receptors, the construction cost exceeds the reasonable allowance for the 11 benefited receivers by \$1,160,000.

Based on the potential issues and constraints mentioned above, it is recommended not to construct a soundwall for the proposed locations for the preferred alternative.

Nonmotorized and Pedestrian Features

The proposed alternative that impact the existing local roads and overcrossing will provide bike lane and sidewalk. New bridge structure will include 8-foot shoulder which also can be used as Class II bike lane, and 10-foot sidewalk.

Needed Roadway Rehabilitation and Upgrading

There is a freeway widening project (EA 06-48950), proposing on the existing SR 99 from four-lane to a six-lane or eight-lane facility between Avenue 200 (PM 25.4) and Prosperity Ave (PM 30.5) in Tulare County. PA&ED is expected to be in January 2022. A separate roadway rehabilitation project (EA 06-0W910) may also be included in that freeway widening project if funding is available.

Needed Structure Rehabilitation and Upgrading

Currently, the existing Paige Ave OC consists of a 2-lane roadway with a 6-foot sidewalk on the south side of the bridge. For the preferred alternative (Alternative 1A), this bridge will remain the same and no work will be performed for this project as it is outside the scope of the project.

Cost Estimates

A preliminary cost estimate prepared for the preferred alternative (Alternative 1A) is summarized as follows:

Roadway	Structure	Subtotal Construction Cost	Right-of-Way	Total Project Cost (Construction + Right of Way)
Current Year 2019				
\$ 33,309,400	\$ 8,455,161	\$ 41,764,561	\$ 12,027,345	\$ 53,792,000
Escalated Year 2023				
\$ 36,944,052	\$ 9,377,770	\$ 46,321,822	\$ 14,619,313	\$ 60,942,000

A detailed 11-page Preliminary Cost Estimate is included as Attachment D.

Right-of-Way Data

A Preliminary Right of Way cost estimate on the preferred alternative (Alternative 1A) is \$12.1 million for Current Year (2018) and \$ 14.7 million for Escalated Year (2022).

The Right of Way Data Sheet for the preferred alternative (Alternative 1A) is included as Attachment F.

Effect of Projects-Funded-by-Others on State Highway

It has been determined that this project is eligible for Federal-aid funding. The Tulare County Association of Governments has agreed to fund the PA&ED phase through the Cooperative Agreement process.

5C. Rejected Alternatives

Alternative 1B was proposed during the PID phase to construct a new interchange at 0.2 mile south of Commercial Ave and all existing ramps at Paige Ave interchange will remain opened. However, an initial design study indicates there will be extensive impacts to the nearby airport, golf course, an agriculture expo center, and an energy education center. Due to these impacts and with the concurrence of Tulare County Association Governments (TCAG), the Project Development Team (PDT) has determined this alternative was no longer viable and was eliminated from further study.

6. CONSIDERATIONS REQUIRING DISCUSSION**6A. Hazardous Waste**

An Initial Site Assessment (ISA) and Preliminary Site Investigations (PSIs) were completed by Geocon Consultants. The results of the ISA identified the following

eight parcels out of 76 private-and municipal-owned parcels within project boundaries that may require further hazardous material/waste evaluation depending on build alternative selection and extent of right-of-way impact. These locations have been ranked moderate risk:

- Roche Oil Bulk Plant at 2200 S. Blackstone St. (Alt 1A, 1C, 2 and 3);
- Mobil/Pacific Pride & former service station at 1120 E. Paige Ave. (Alt 1A, 1C, 2 and 3);
- Gutierrez Tire at 1132 E. Paige Ave. (Alt 1A, 1C, 2 and 3);
- Paige Ave Truck Stop at 1297 E. Paige Ave. (Alt 1A, 1C, 2 and 3);
- Truck stop property at 1285 E. Paige Ave. (Alt 1A, 1C, 2 and 3);
- South Valley Materials at 3500 S. Blackstone St. (Alt 1A, 1C, 2 and 3);
- Vacant land (former Tulare Auto Wrecking) at 3748 S. K St. (Alt 2); and
- Vacant land (former Imperial Pallet) at 4266 S. K St. (Alt 1C).

The results of the site reconnaissance, historical and regulatory file research, and prior field investigations indicate the potential presence of impacts to soil and groundwater, and existing and potential abandoned underground septic tanks. Potential hazardous waste concerns may include undocumented USTs from former refueling and service station operations as well as any agricultural/oil wells. Where encountered, proper removal or abandonment should be in accordance with Tulare County requirements. In addition, a Caltrans irrigation well located northwest of Paige Ave interchange should be properly abandoned if inactive or impacted by the project.

PSIs were conducted to address aerially-deposited lead in the soil, and asbestos-containing materials and lead-based paint on Paige Ave OC. PSIs on impacted private parcels of the preferred alternative are required to identify soil and/or groundwater contamination prior to any parcel acquisition or temporary construction easements.

Soil excavated from the surface to a depth of 3 feet or shallower would be considered non-regulated/non-hazardous and could be reused on-site, relinquished to the contractor, or disposed of as non-regulated soil on SB SR 99 shoulder. On the NB 99 shoulder, soil to a depth of one foot would be classified as Type C regulated material (per DTSC's ADL-Contaminated Soil Agreement, 2016) for commercial use only either within existing R/W or other commercial property. Depending on construction activities/excavation depths, soil from the surface to a depth of two feet could be excavated and managed as a whole and would not likely be classified as a regulated waste.

Trace amounts of asbestos were only found in the bridge concrete and not in any of the other suspect materials. Lead-containing paint was not found on the bridge.

6B. Value Analysis

A Value Analysis (VA) for this project was conducted between October 15, 2018

and October 19, 2018, which was prior to preferred alternative selection process. Different options such as reducing the construction duration time at Paige Ave interchange, and other interchange designs were also analyzed for all the alternatives.

Alternatives 1A, 1C, and 2 all provide an optimal interchange design as the proposed locations and are in the “greenfield” sites with minimal constraints. As a result, there is limited options for improvement to these designs. Most of the VA alternative studies focused on Alternative 3 to create a new interchange at Paige Avenue which would meet the operational demands at this location. Also considering that an interchange at this location is significantly costly and would take longer to construct compared with other alternatives, the VA team’s effort resulted in alternatives to improve this design option to make it a more viable candidate for consideration.

Five key VA alternatives were considered to address the cost savings, change in schedule, and performance. Four VA alternatives focused on design alternative (Alt 3):

- Skew or curve the existing alignment at Paige Ave OC
- Use Accelerated Bridge Construction and specify precast structure
- Shift detour to Bardsley Ave interchange and have full temporary closure at Paige Ave OC – Rejected by VA team due to Bardsley Ave interchange does not have the capacity to properly handle the added traffic demand during construction
- Replace four proposed signalized intersections with four roundabouts along Paige Ave

If the design alternative Alt 3 were selected as the preferred alternative, these VA alternatives would need to be further studied except for shifting detour to Bardsley Ave interchange.

One VA alternative focused on design alternatives 1A, 1C & 2 by replacing all proposed intersections with all roundabouts along Commercial Ave or Industrial Ave. Although this VA Alternative does offer some slight savings to the proposed alternatives 1A, 1C and 2, there is concern that the use of the roundabouts in this area will result in a loss of flexibility to manually control traffic at these intersections during special events at the nearby event center.

The VA alternatives that relate to the design alternative Alt 3, if implemented, do not significantly reduce the cost difference between this design alternative and the other proposed design alternatives. In addition, long-term operational issues associated with proposed Alternative 3 would remain.

6C. Resource Conservation

For the preferred alternative 1A, there is existing pavement at the Commercial Ave

cul-de-sac area and existing outside shoulder on SR 99 within the project limits to be removed. The quantity of existing asphalt concrete pavement may be reused as shoulder backing and may not have large quantity to be stockpiled on State property for future use. Coordination with Maintenance and Construction is needed to determine if the existing asphalt concrete pavement can be salvaged or be reused on site.

6D. Right-of-Way Issues

1. Right of Way Required

The preferred alternative (Alternative 1A) will require acquisition of farmland, some areas at the concrete batch plant (along west of SR 99 at the proposed Commercial Ave interchange location), some areas at the Southern California Edison Energy Education Center, and some areas along the existing Commercial Ave.

The City of Tulare has been deeded property at the preferred alternative (Alternative 1A) location which amounts to approximately 75 percent of the right of way needed for the project. Once right of way requirements are finalized, the deed will be adjusted to reflect the exact amount needed and the right of way will be transferred to the State. The right of way estimate will then be updated, and additional funding be secured if necessary.

A Preliminary Right of Way cost estimate on the preferred alternative (Alternative 1A) for PA&ED phase is \$12.1 million for Current Year (2018) and \$ 14.7 million for Escalated Year (2022).

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

2. Relocation Impact Studies

Alternative 1A would impact approximately 36 parcels within heavy industrial light industrial, and residential zoning, including parcels belonging to City of Tulare or Tulare County. Business and outdoor advertising signs would have to be relocated. It is anticipated that all properties involved will have the same prior access, during and after construction.

Attachment F includes detailed descriptions of the right of way impacts for Alternative 1A.

3. Airspace Lease Areas

The proposed project is not located in an area having potential for future airspace leases.

6E. Environmental Compliance

This project is an Initial Study with Mitigated Negative Declaration under CEQA and an Environmental Assessment with Finding of No Significant Impact under NEPA. The Negative Declaration has been prepared in accordance with Caltrans' Environmental Procedures, as well as State and Federal environmental regulations. The attached Negative Declaration is the appropriate document for the proposal. Per the Draft Environmental Document, compensatory mitigation for animal species is not required, and none of the species listed in the DED (refer to Chapter 2, Table 2 – Summary of Endangered Species Act Determinations) were found to have a high potential to occur onsite or be impacted by the project. Excavation for basins and other soil disturbance activities during construction may potentially result in impacts to paleontological resources if Pleistocene sediments are encountered either at the surface or at depth during excavation. Monitoring and spot checking during excavations deeper than five feet below original ground surface will be performed by the qualified on-site paleontologist. The Final Environmental Document is included as Attachment F.

6F. Air Quality Conformity

Tulare County is in attainment status for both the State and Federal Carbon Monoxide Ambient Air Standards, therefore an analysis is not needed.

The project is in an area that is in attainment-maintenance for the federal PM₁₀ standard and in nonattainment for the federal PM_{2.5} standard. It is nonattainment for both PM₁₀ and PM_{2.5} state standards. A conformity analysis for this project as "Not a Project of Air Quality Concern" was conducted and submitted to the San Joaquin Valley Council of Governments' Directors' Association Interagency Consultation Group (IAC) on May 3, 2018. The Interagency Consultation Partners concurred on May 3, 2018 that this is "Not a Project of Air Quality Concern."

6G. Title VI Considerations

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

A Non-Discrimination Policy Statement was issued from the California Department of Transportation.

6H. Life-Cycle Cost Analysis

The Life-Cycle Cost Analysis (LCCA) was conducted for the preferred alternative (Alternative 1A). The auxiliary lane was not evaluated since it is anticipated that the auxiliary lanes may need to be reconstructed with the six-lane widening project. The six-lane freeway widening project may also need to widen the lanes toward the outside. Using HMA/AB for the proposed auxiliary lanes up to the gore areas in this interchange project will help the ease of freeway widening work.

According to the LCCA Manual, one off-ramp that best represents all the off-ramps should be selected for the ramp analysis. Thus, SB off-ramp to Commercial Ave was used for the analysis. Based on the Updated Preliminary Pavement Section Recommendations memo dated 07/20/2018, the results of the LCCA indicates the lowest Present Value (Agency Cost + User Cost) is to use a 40-year design, with 0.85' JPCP/0.25 HMA to be the preferred pavement strategy. Thus, this structural section will be used for all new ramps from the ramp termini intersections to the gore areas.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

An Open House Meeting was held on January 8, 2019 and the developed viable alternatives for public comment were presented. All comments and responses are addressed in the Final Environmental Document.

Route Matters

The proposed project Alternative 1A would require the consent of the California Transportation Commission (CTC) for new public road connection at Commercial Ave. The new interchange connection to a freeway must be approved by the CTC before a superseded freeway agreement can be executed with the local agency. In addition, extending the existing local roads (Commercial Ave and Blackstone St) will require a relinquishment agreement upon the completion of the project and approval by the CTC. Coordination with local agency and HQ is required.

Permits

No permits are required for the preferred alternative (Alternative 1A).

Cooperative Agreements

Cooperative Agreement No. 06-1632 was executed on 10/29/15 with TCAG to fund the development of the Project Study Report. Cooperative Agreement No. 06-1649 was executed on 2/17/17 with TCAG to fund the Project Approval and Environmental Document phase. Future Cooperative Agreements with TCAG may be necessary to fund future phases of this project.

Other Agreements

Alternative 1A would require new public road connection approval by the CTC. A

superseding freeway agreement with the City of Tulare will be necessary for the new interchange location. Maintenance Agreement will also be required between the State and City of Tulare.

Transportation Management Plan

Preliminary traffic impacts and mitigation for this project have been outlined in the Transportation Management Plan (TMP) Data Sheet, (Attachment I). Costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in the project estimate.

A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts, but yet early enough to make design changes/additions required for traffic mitigation. Lane requirement charts and detailed TMP will be provided during PS&E stage. Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work outside peak hours is anticipated for this project.

Hydraulics/Floodplains

It is anticipated runoff for the new interchange will be stored in new basins within the State right of way. Pavement runoff will sheet flow into the side ditches that are proposed on both NB and SB SR 99, and adjacent to the freeway ramps. Side ditches will be graded to drain within the State right of way. Proposed drainage systems will convey the flow into the storage basins.

Any local road drainage inlets impacted by the project will be relocated. Coordination with the City of Tulare will be required.

Storm Water

This project involves Disturbed Soil Area (DSA) of 50 acres for Alternative 1A. An approved SWPPP is required prior to construction with any soil-disturbing activities. Approximately 18 acres of new impervious surfaces will be added. Since this project will not discharge storm water runoff to any water body, the treatment BMPs will not be implemented. There are approximately 7 proposed drainage basins for this alternative. It is anticipated all runoff within the State right of way will be directed into these basins.

Stage Construction

It is anticipated stage construction is needed for the proposed alternative (Alt 1A). Majority of the ramp construction would be constructed outside of SR 99 behind temporary K-rail. New bridge columns in the median may require lane shift on the freeway to provide sufficient construction areas. Night time freeway closure may be required to erect falsework for constructing the new bridge structure. It is anticipated to utilize new ramps as detour to redirect freeway traffic to exit and re-enter the freeway during nighttime freeway closure. During the nighttime freeway closure, traffic may need to be redirected to use Bardsley Ave interchange, K St, Laspina St, and Avenue 200 interchange to access the freeway. Detailed planning and coordination with the local agencies and Construction will be discussed as design is

more determined.

Accommodation of Oversize Loads

This project will be designed to not alter the Oversize Load access along Route 99.

Graffiti Control

The project location is not considered in one of the graffiti-prone counties.

However, anti-graffiti coating could be applied to the proposed structures or walls if necessary for the ease of maintenance.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding. The Tulare County Association of Governments (TCAG) is funding the PA&ED phase through the Cooperative Agreement process.

It is proposed the construction phase will be funded using a combination of TCAG funding (local measure funds), Federal Build Grant Funds, and State Transportation Improvement Program (STIP) funds.

Programming

This project was programmed in the 2018 STIP with the following STIP funding:

- \$4.0 million for PS&E
- \$1.5 million for Right of Way Support
- \$4.0 million for Right of Way Capital

It is proposed to augment the programmed STIP funding with local funds through the Cooperative Agreement process to match the funding needed for each phase. Construction phase funding will be programmed at a later date using a Supplemental Project Report.

Fund Source	Fiscal Year Estimate								
20.XX.###.###	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	3,700								3,700
PS&E Support			4,000						4,000
Right-of-Way Support				1,500					1,500
Construction Support						4,000			4,000
Right-of-Way				12,030					
Construction						46,330			
Total	3,700		4,000	13,530		50,330			

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	03/09/2017	Actual
BEGIN ENVIRONMENTAL	M020	03/09/2017	Actual
CIRCULATE DPR & DED EXTERNALLY	M120	12/21/2018	Actual
PA & ED	M200	06/10/2019	Target
BRIDGE SITE DATA ACCEPTED	M221	12/02/2019	Target
RIGHT OF WAY MAPS	M224	08/01/2019	Target
REGULAR RIGHT OF WAY	M225	02/03/2020	Target
PS&E TO DOE	M377	08/01/2021	Target
DRAFT STRUCTURES PS&E	M378	09/01/2021	Target
PROJECT PS&E	M380	02/01/2022	Target
RIGHT OF WAY CERTIFICATION	M410	02/01/2022	Target
READY TO LIST	M460	03/01/2022	Target
HEADQUARTERS ADVERTISE	M480	06/01/2022	Target
AWARD	M495	09/01/2022	Target
APPROVE CONTRACT	M500	10/01/2022	Target
CONTRACT ACCEPTANCE	M600	07/01/2025	Target
END PROJECT EXPENDITURES	M800	07/01/2027	Target
FINAL PROJECT CLOSEOUT	M900	07/01/2029	Target

10. RISKS

With the current information and conditions of the project site, below is the potential design risk determined at this stage:

Alternative 1A – Since Alternative 1A is selected as preferred alternative, there will be impacts to the parcel on Southern California Edison Company Energy Education Center. Detailed study is needed to determine if realigning the NB off ramp with retaining wall design will increase the construction cost.

11. EXTERNAL AGENCY COORDINATION

This project is considered to be an Assigned Project in accordance with the Current Federal Highway Administration (FHWA) and Department of Transportation (Caltrans) Joint Stewardship and Oversight Agreement.

12. PROJECT REVIEWS

Scoping team field review		Date	2/8/2018
District Program Advisor	N/A	Date	N/A
District Maintenance	Bill Moses	Date	8/21/2018
Headquarters Project Delivery Coordinator	Paul Gennaro	Date	11/9/2018
District Safety Review		Date	06/11/2019
Project Manager	Neil Bretz	Date	8/21/2018
FHWA	N/A	Date	N/A
Constructability Review		Date	5/9/2019

13. PROJECT PERSONNEL

Neil Bretz	Project Manager	(559)243-3465
Ernie Penuna	Design Manager	(559)230-3142
Irene Lee	Project Engineer	(559)243-3410
Trais Norris, III	Environmental Manager	(559)445-6447
David Sherman	Right of Way Manager	(559)445-6225

14. ATTACHMENTS

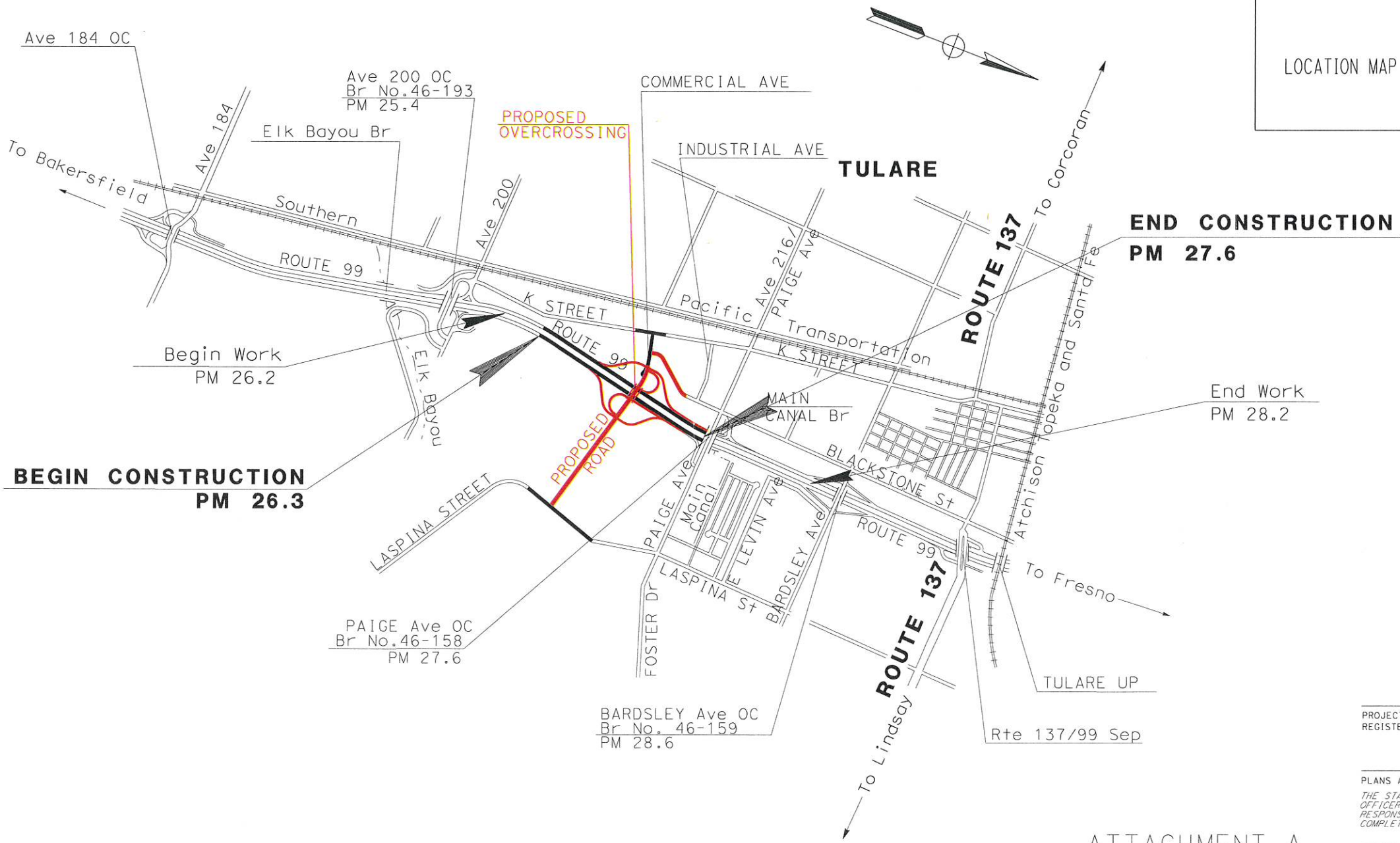
- A. Location map (1)
- B. Preliminary Typical Cross Sections (4)
- C. Preliminary Layout for Alternative 1A (12)
- D. PA&ED Phase Preliminary Cost Estimate (10)
- E. Final Environmental Document – (322)
- F. Preliminary Right of Way Data Sheet (Alternative 1A) (4)
- G. Storm Water Data Report Cover Page – (1)
- H. TMP Data Sheet (4)
- I. Risk Register (1)

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN TULARE COUNTY IN TULARE
FROM 0.9 MILE NORTH OF AVENUE 200 OVERCROSSING
TO PAIGE ROAD OVERCROSSING

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2018

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	99	26.3/27.6		

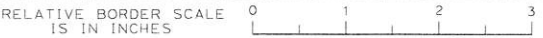
LOCATION MAP



PROJECT MANAGER
NEIL BRETZ
DESIGN ENGINEER
ERNIE PENUNA

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

NO SCALE



USERNAME => \$USER
DGN FILE => \$REQUEST

ATTACHMENT A

PROJECT ENGINEER
REGISTERED CIVIL ENGINEER
DATE

PLANS APPROVAL DATE
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COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



CONTRACT No. 06-OU880-
PROJECT ID 0616000074

DATE PLOTTED => \$DATE
TIME PLOTTED => \$TIME
LAST REVISION 03-26-19

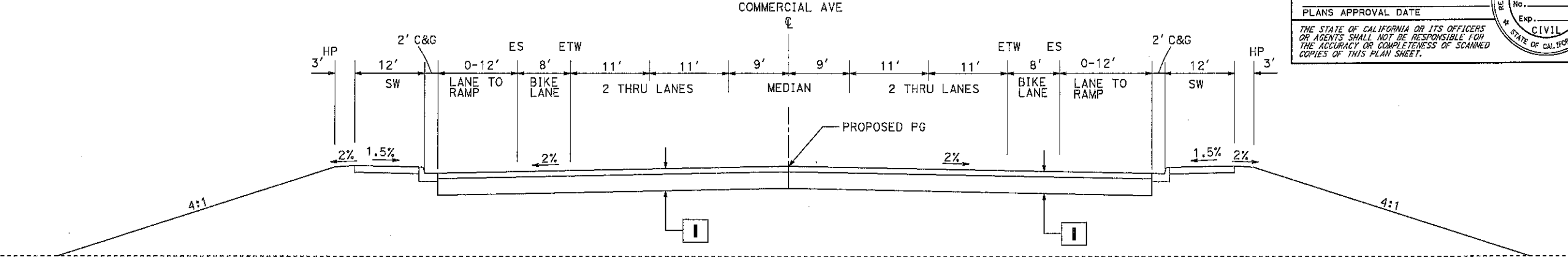
PRELIMINARY DESIGN SUBJECT TO CHANGE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Tul	99	26.3/27.6		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
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REGISTERED PROFESSIONAL ENGINEER

No.
 Exp.
 CIVIL

STATE OF CALIFORNIA



COMMERCIAL AVENUE

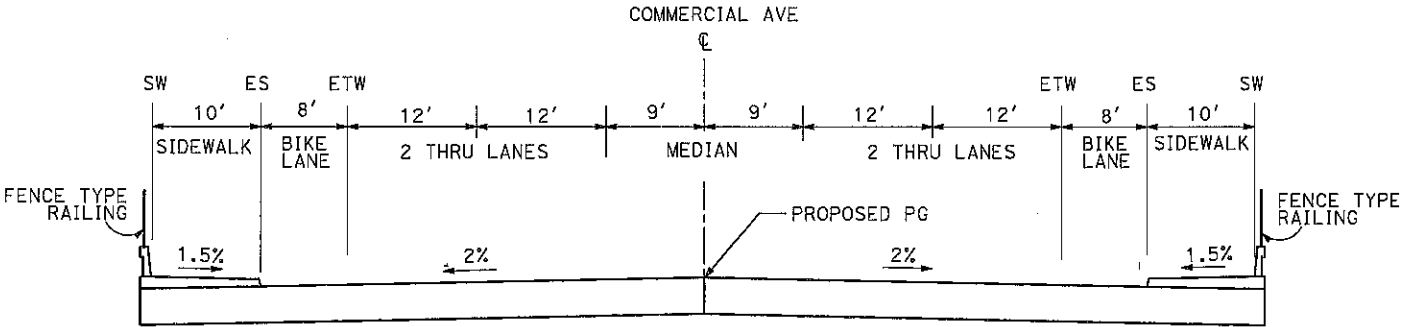
STA 10+28.00 TO 28+08.04
STA 30+71.24 TO 40+65.00

STRUCTURAL SECTIONS

	THICKNESS
A	0.2' RHMA/1.25' HMA/0.5' AB
B	0.7' HMA/0.5' AB
C	0.95' JPCP/0.25' HMA
D	0.85' JPCP/0.25' HMA
E	0.9' JPCP/0.25' HMA
F	0.2' HMA (PM)/1.15' HMA/0.5' AB
G	0.4' AC/0.833 AB
H	0.2' COLD PLANE/0.2' HMA
I	0.45' AC/0.92' AB

DESIGN DESIGNATIONS (RTE 99)

DESIGN PERIOD	2027-2047
2027 ADT	68,500
2047 ADT	105,500
2047 DESIGN HOUR VOLUME	9,600
PEAK-HOUR DIRECTIONAL VOLUME PERCENTAGE (D)	59%
TRUCK DESIGN HOURLY VOLUME PERCENTAGE	12%
TRAFFIC INDEX (TI)	15.5
EQUIVALENT SINGLE AXLE LOAD (ESAL)	105,560,000
DESIGN SPEED, V	75 mph



COMMERCIAL Ave (BRIDGE)
(ALTERNATIVE 1A)
STA 28+08.04 TO 30+71.24

ATTACHMENT B

TYPICAL CROSS SECTIONS

NO SCALE

X-1

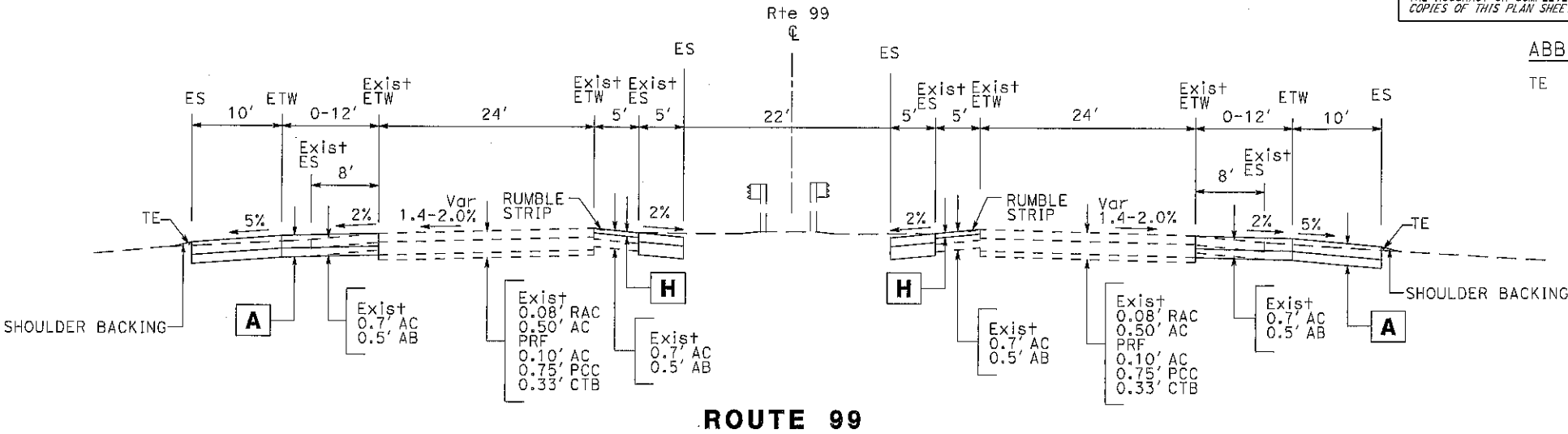
PRELIMINARY DESIGN SUBJECT TO CHANGE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	99	26.3/27.6		

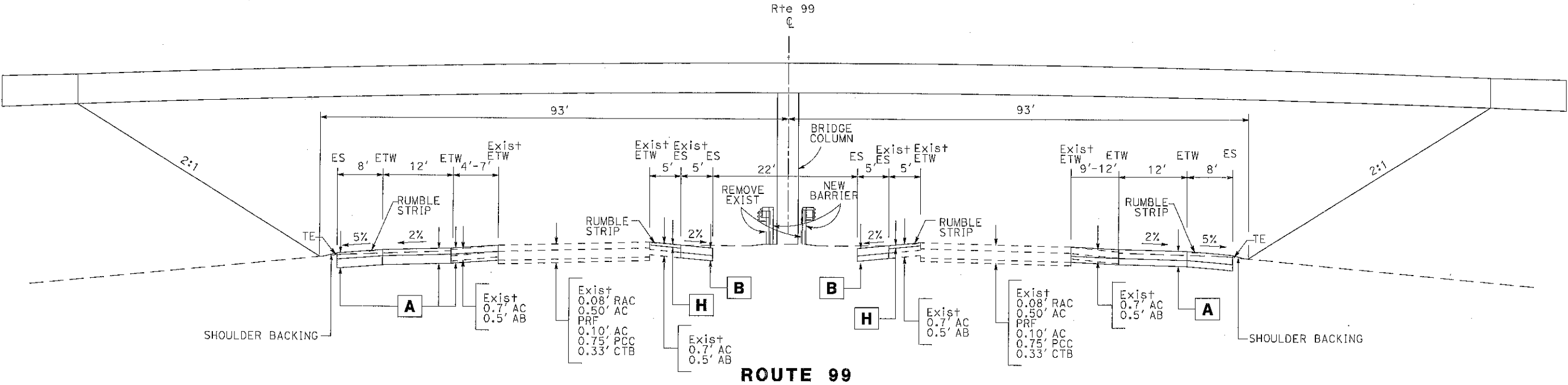
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
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No. Exp. CIVIL
STATE OF CALIFORNIA

ABBREVIATIONS:
TE TAPERED EDGE



STA 577+64.16 TO 603+28.57
STA 604+42.79 TO 644+85.13




STA 603+28.57 TO 604+42.79

TYPICAL CROSS SECTIONS

NO SCALE

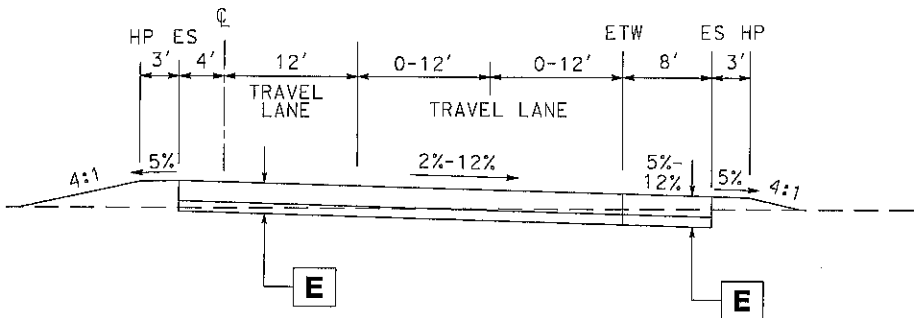
X-2

PRELIMINARY DESIGN SUBJECT TO CHANGE

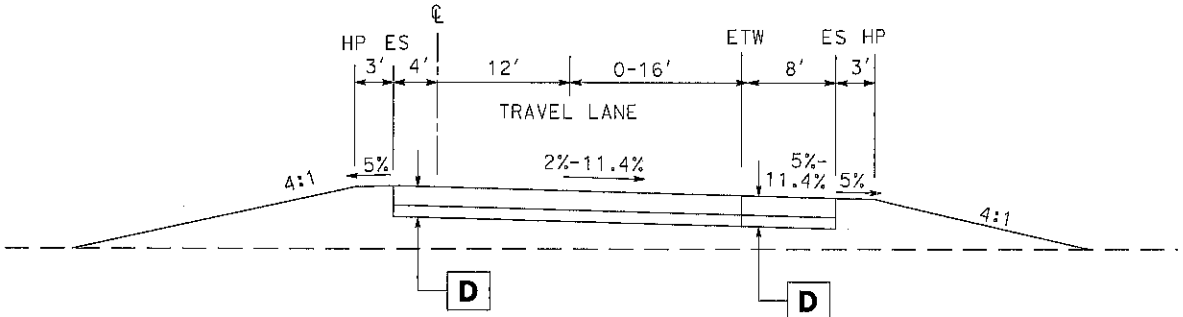
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	99	26.3/27.6		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<p>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</p>					

ABBREVIATIONS:

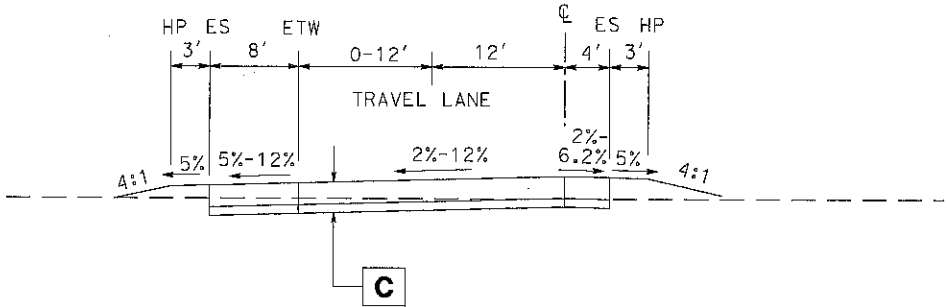
C&G	CURB & GUTTER
SW	SIDEWALK



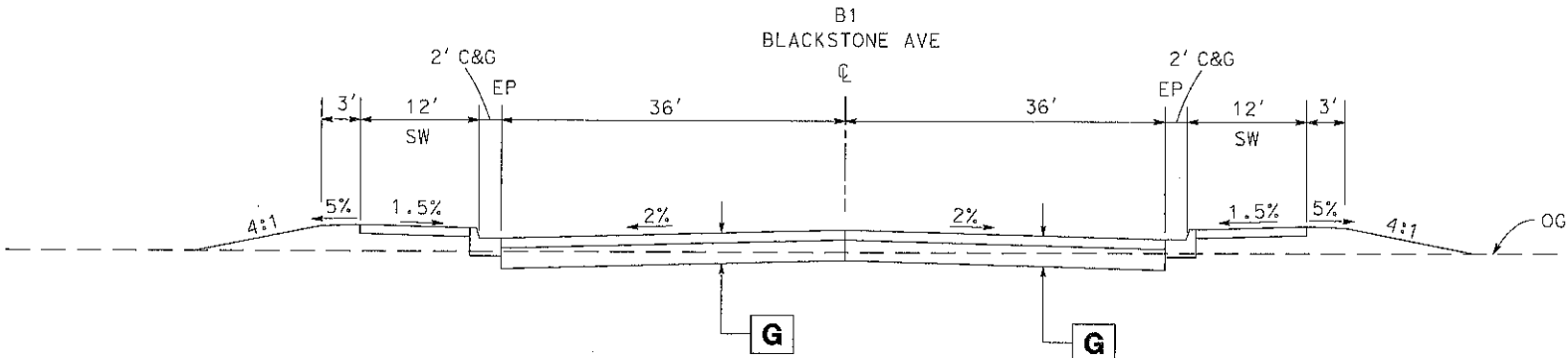
NB ON RAMP (CR6)
NB OFF RAMP (CR4)



SB ON RAMP (CR3)
NB ON RAMP (CR5)



SB OFF RAMP (CR2)
SB ON RAMP (CR1)
(ALTERNATIVE 1A)



**BLACKSTONE AVENUE, B1
(ALTERNATIVE 1A)
STA 10+41.00 TO 34+05.00**

TYPICAL CROSS SECTIONS

NO SCALE

X-3

PRELIMINARY DESIGN SUBJECT TO CHANGE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Tul	99	26.3/27.6		
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.					

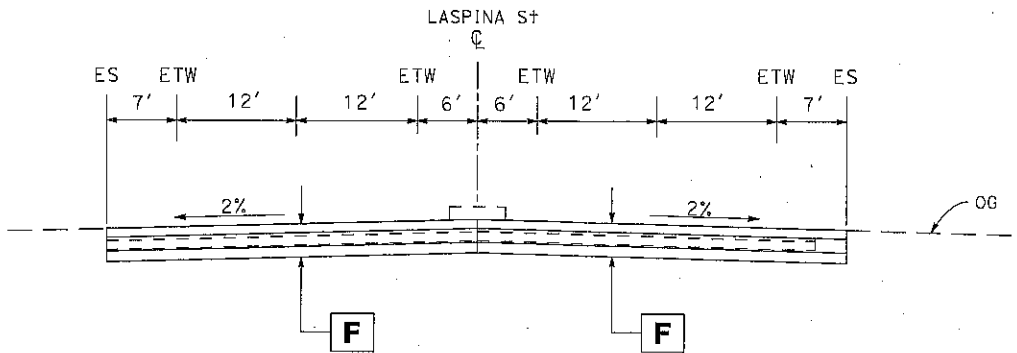
REGISTERED PROFESSIONAL ENGINEER

NO.

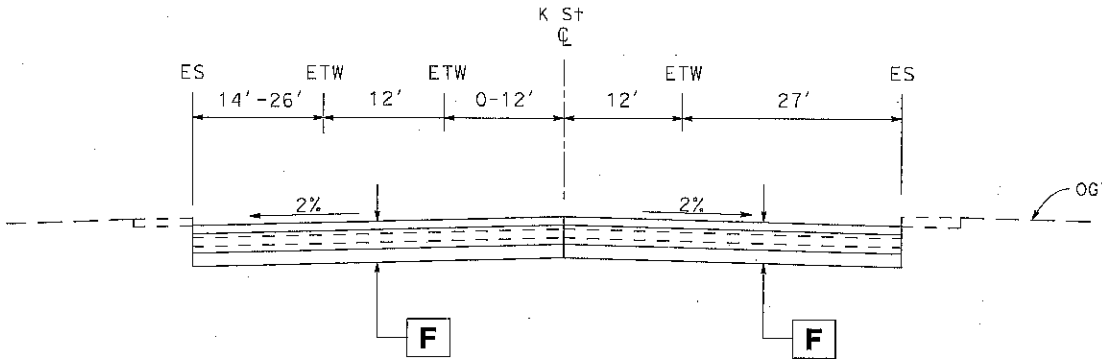
EXP.

CIVIL

STATE OF CALIFORNIA



LASPINA STREET
(ALTERNATIVE 1A)
STA 18+20.00 TO 25+00.00



K STREET
(ALTERNATIVE 1A)
STA 18+20.00 TO 25+00.00

TYPICAL CROSS SECTIONS

NO SCALE

X-4

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
DESIGN	ERNIE PENUNA	JOO BAEK	
CHECKED BY		IRENE LEE	
CALCULATED-DESIGNED BY			
REVISOR			
DATE			

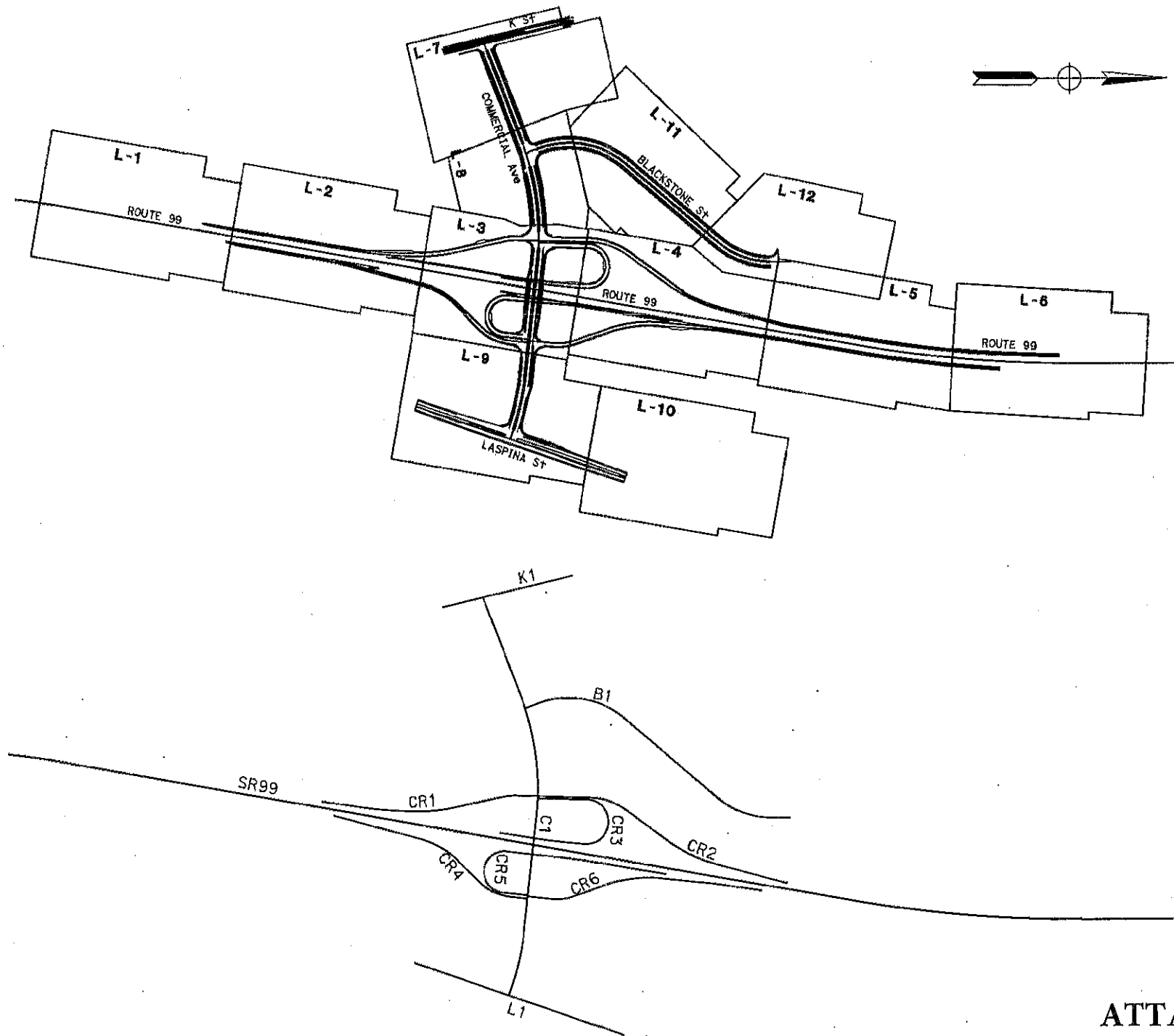
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGN	FUNCTIONAL SUPERVISOR	ERINIE PENUNA	CALCULATED BY DESIGNED BY	CHECKED BY	IRENE LEE	REVISED BY	DATE	REVISED BY	DATE	REVISED BY	DATE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	TUL	99	26.2/27.6		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

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

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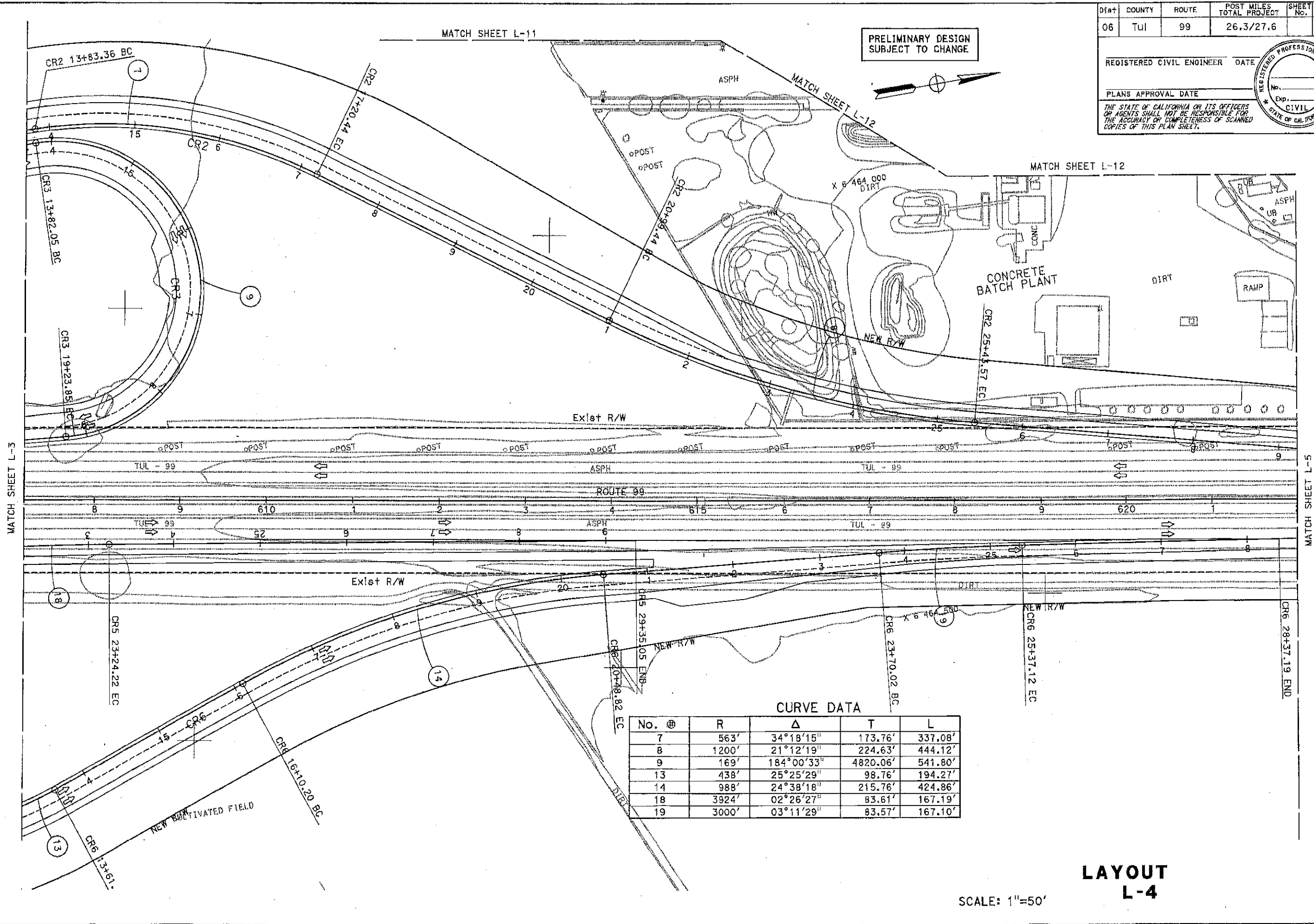
ATTACHMENT C

KEY MAP AND LINE INDEX

NO SCALE

K

LAST REVISION: DATE PLOTTED => 18-APR-2019
 04-17-19 TIME PLOTTED => 13:36



CURVE DATA				
No.	⊙	R	Δ	L
7		563'	34°18'15"	173.76'
8		1200'	21°12'19"	224.63'
9		169'	184°00'33"	4820.06'
13		438'	25°25'29"	98.76'
14		988'	24°38'18"	215.76'
18		3924'	02°26'27"	83.61'
19		3000'	03°11'29"	83.57'

LAYOUT
L-4

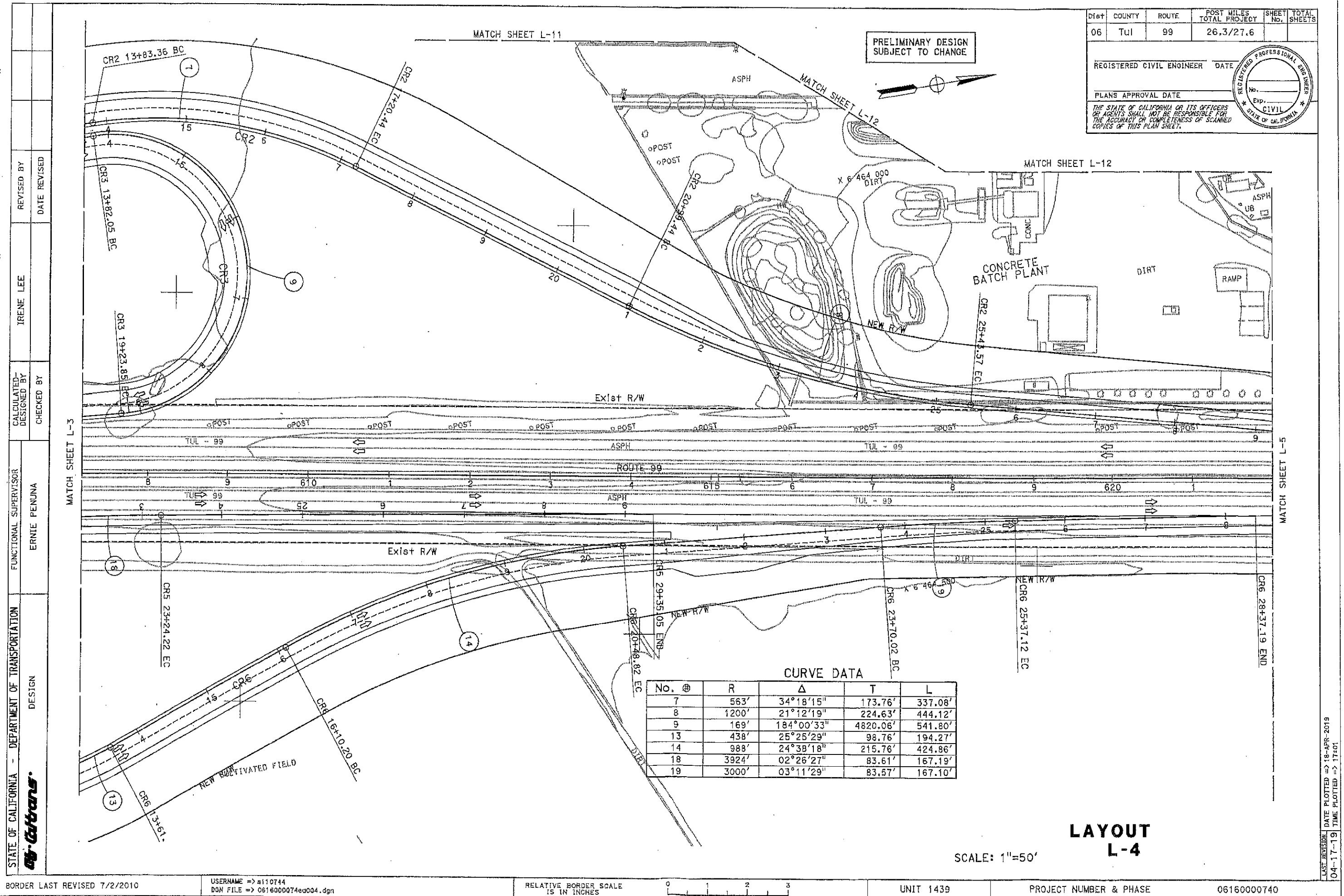
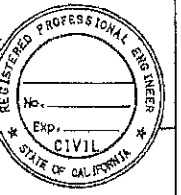
SCALE: 1"=50'

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	99	26,3/27.6		

REGISTERED CIVIL ENGINEER DATE / /

PLANS APPROVAL DATE

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PRELIMINARY DESIGN
SUBJECT TO CHANGE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	TUL	99	26.3/27.6		

REGISTERED CIVIL ENGINEER DATE _____

PLANS APPROVAL DATE _____

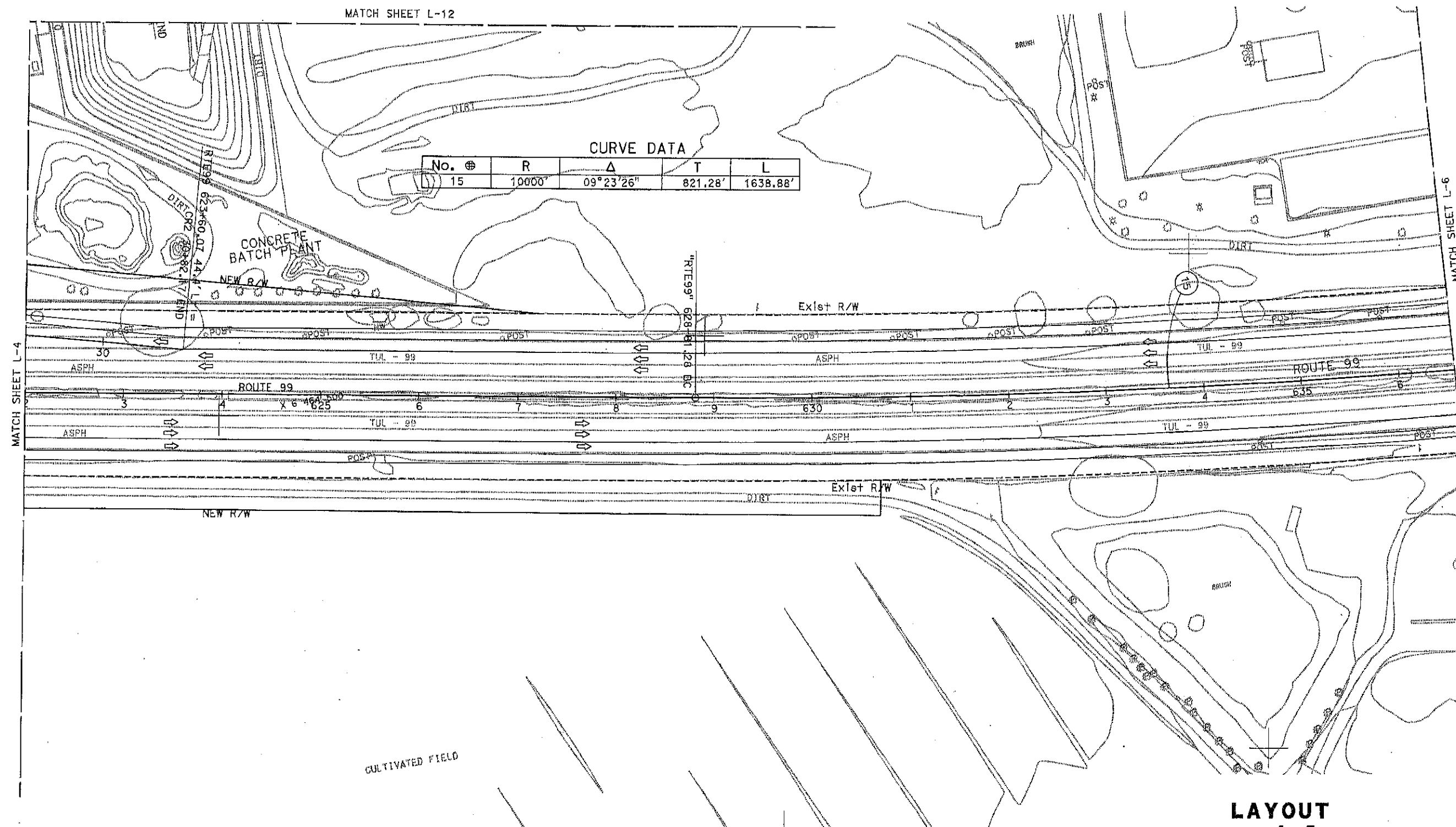
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
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REGISTERED PROFESSIONAL ENGINEER
No. _____
Exp. _____
CIVIL
STATE OF CALIFORNIA

MATCH SHEET L-12

CURVE DATA

No. Ⓢ	R	Δ	T	L
15	10000'	09°23'26"	821.28'	1638.88'



MATCH SHEET L-6

LAYOUT
L-5

SCALE: 1"=50'

PRELIMINARY DESIGN
SUBJECT TO CHANGE

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET TOTAL No. SHEETS
06	TUL	99	26.3/27.6	

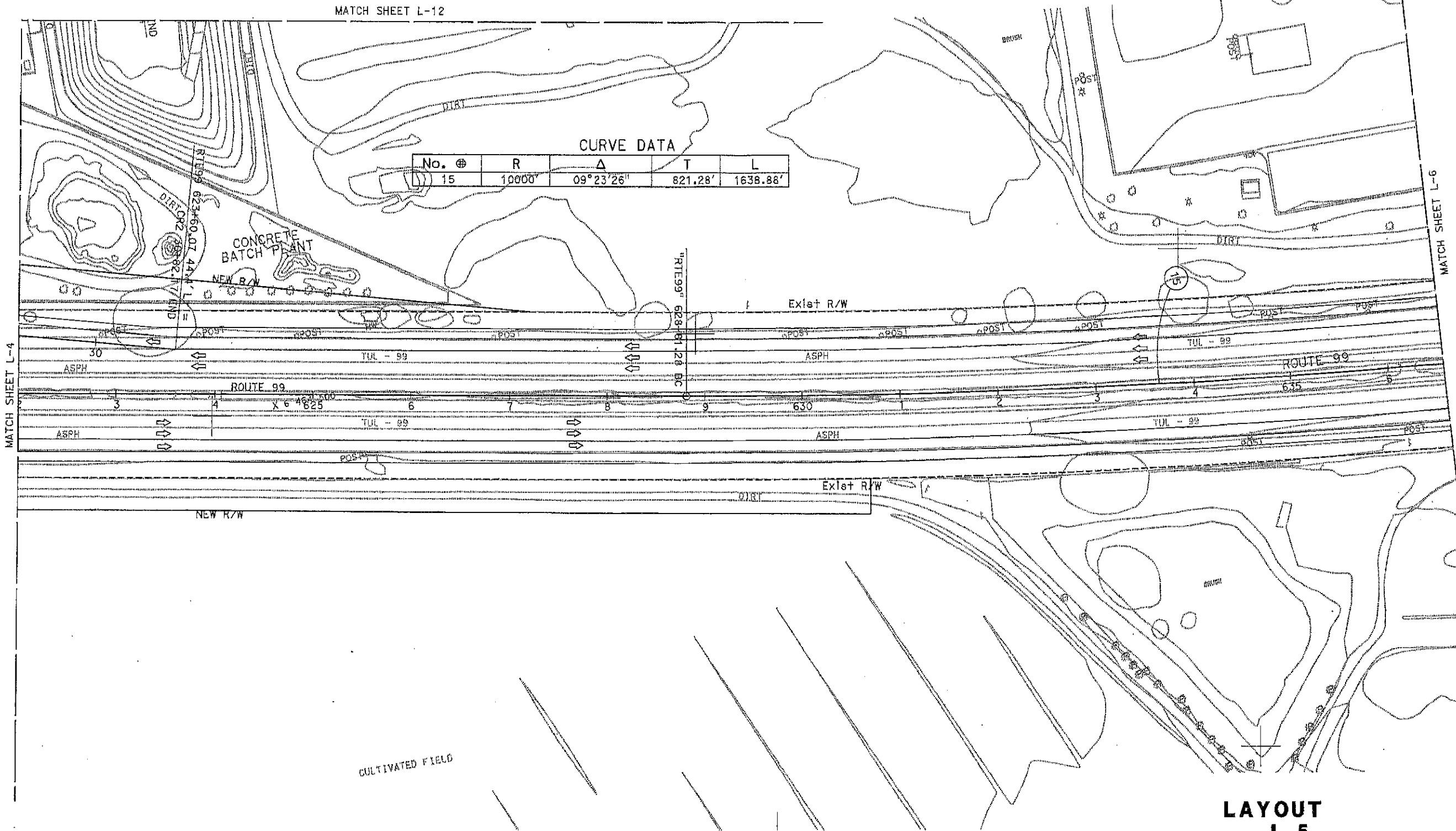
REGISTERED CIVIL ENGINEER DATE

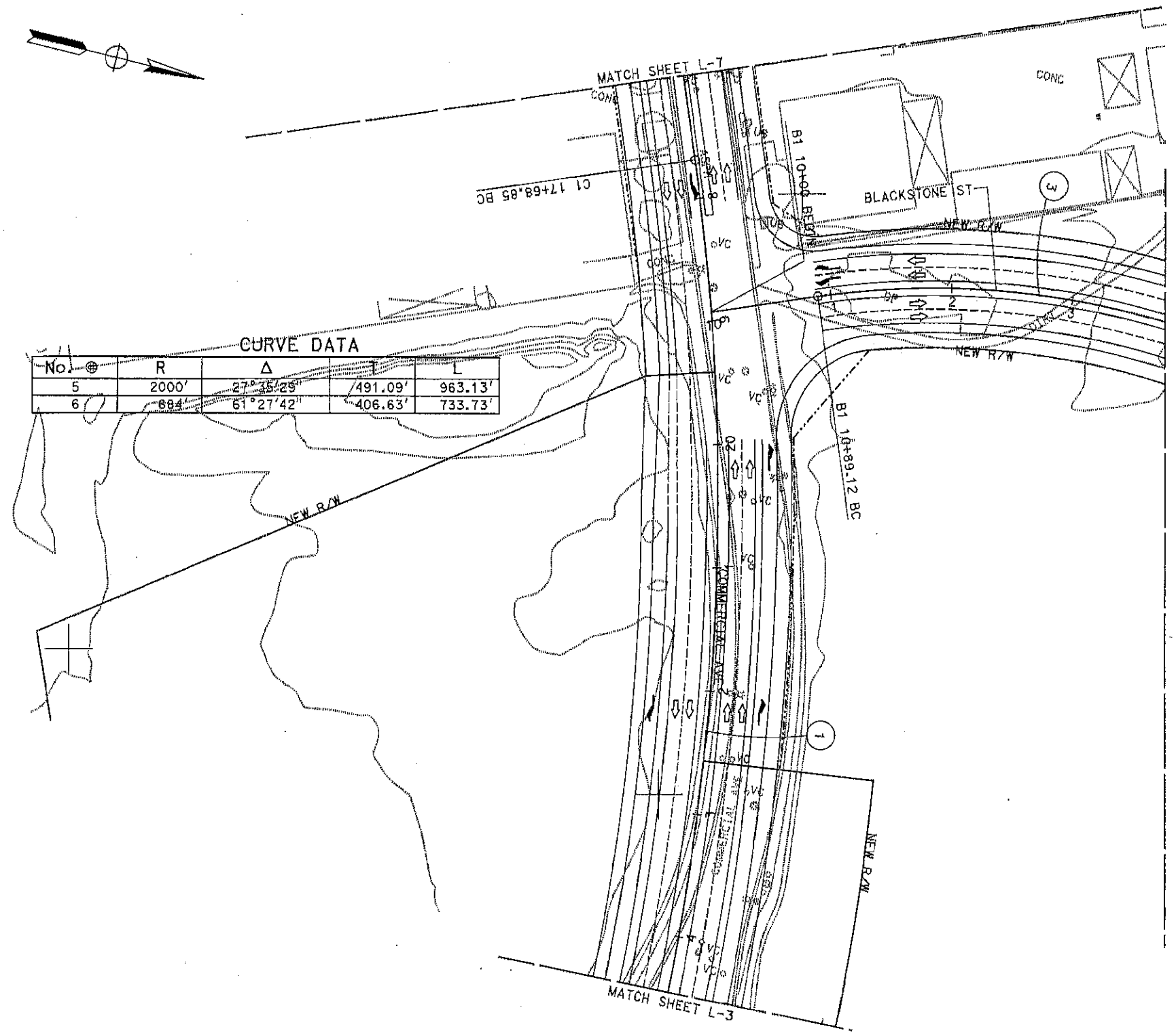
PLANS APPROVAL DATE

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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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	REVISOR	DATE
Caltrans	ERIN PENNA	IRENE LEE	
		CHECKED BY	DATE REVISOR





DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	TUI	99	26.3/27.6		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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REGISTERED PROFESSIONAL ENGINEER
No.
Exp.
CIVIL
STATE OF CALIFORNIA

PRELIMINARY DESIGN
SUBJECT TO CHANGE

LAYOUT
L-8

SCALE: 1"=50'

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CDTRANS
DESIGN
FUNCTIONAL SUPERVISOR
ERNIE PENUNA
CALCULATED-
DESIGNED BY
CHECKED BY
IRENE LEE
REVISED BY
DATE REVISED

CURVE DATA				
No.	⊕	R	Δ	T
3		684'	61°27'42"	406.63'
				733.73'

PRELIMINARY DESIGN
SUBJECT TO CHANGE

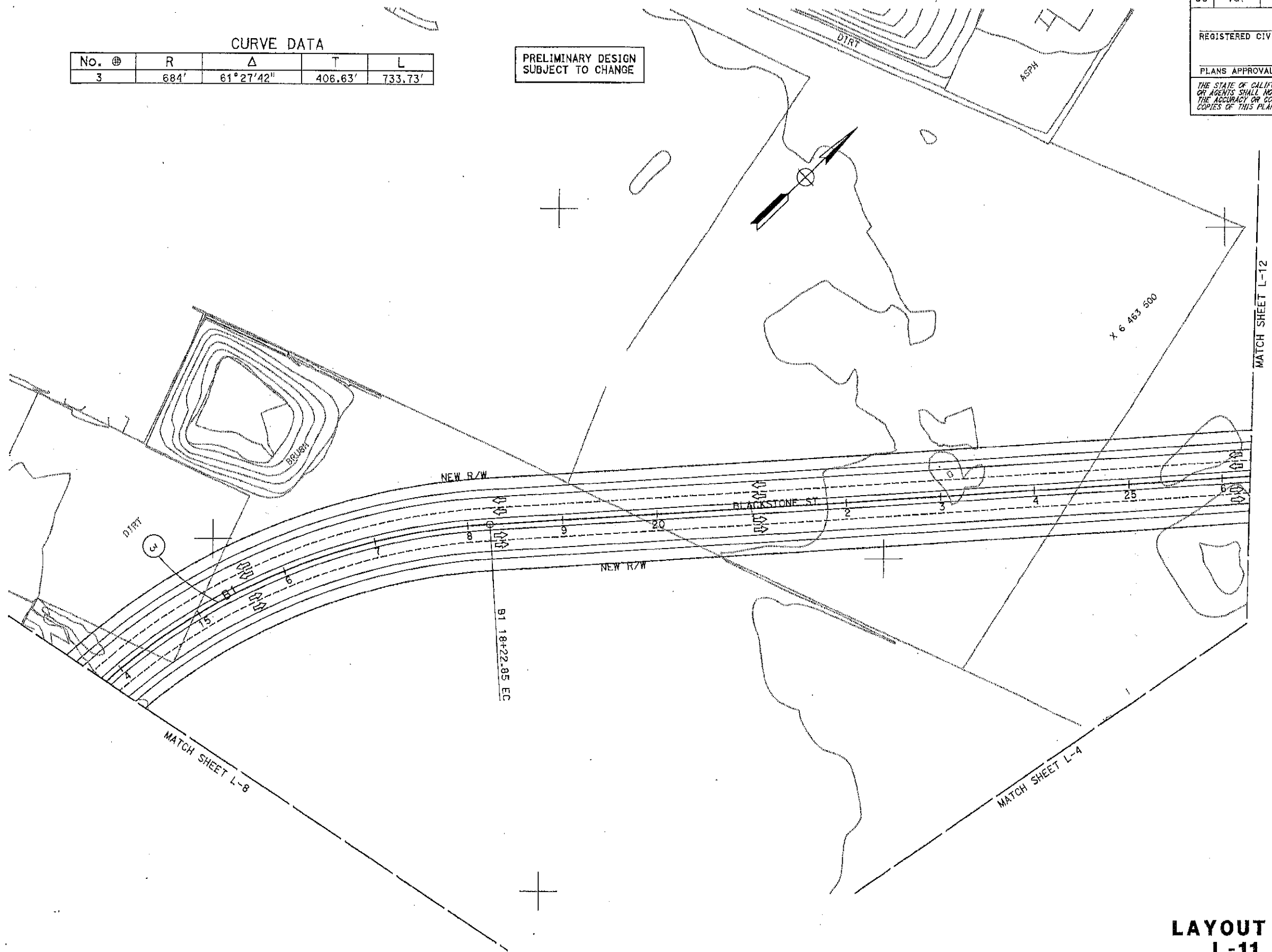
DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
06	Tul	99	26.3/27.6		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE


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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-11

SCALE: 1"=50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Tul	99	26.3/27.6		
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<p>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.</p>					

CURVE DATA				
No. ④	R	Δ	T	L
4	643'	39° 35' 50"	231.48'	444.38'

**LAYOUT
L-12**

SCALE: 1"=50'

PROJECT

PA&ED Phase Preliminary Cost Estimate

Project ID: 0616000074

EA: 06-0U8800

PID: 616000074

District-County-Route: 06-Tul-099

PM: 26.3 - 27.6

Type of Estimate : Final Project Report

Program Code :

Project Limits : ROUTE 99 PM (26.3/28.1) in Tulare County

Project Description: Tulare Interchange

Scope :

Construct a new interchange at Commercial Ave on SR 99 & all existing ramps at the Paige Avenue interchange will remain open

Alternative : 1A

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 33,309,400	\$ 36,944,052
TOTAL STRUCTURES COST	\$ 8,455,161	\$ 9,377,770
SUBTOTAL CONSTRUCTION COST	\$ 41,764,561	\$ 46,321,822
TOTAL RIGHT OF WAY COST	\$ 12,027,345	\$ 14,619,313
TOTAL CAPITAL OUTLAY COSTS	\$ 53,792,000	\$ 60,942,000
PR/ED SUPPORT	\$ 3,700,000	\$ 3,700,000
PS&E SUPPORT	\$ 4,000,000	\$ 4,000,000
RIGHT OF WAY SUPPORT	\$ 1,500,000	\$ 1,500,000
CONSTRUCTION SUPPORT	\$ 4,000,000	\$ 4,000,000
TOTAL SUPPORT COST	\$ 13,200,000	\$ 13,200,000

TOTAL PROJECT COST	\$ 67,000,000	\$ 74,200,000
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If Project has been programmed enter Programmed Amount

Date of Estimate (Month/Year) 5 / 2019

Estimated Construction Start (Month/Year) 5 / 2023

Number of Working Days = 300

Estimated Mid-Point of Construction (Month/Year) 7 / 2024

Estimated Construction End (Month/Year) 7 / 2025

Number of Plant Establishment Days 360

Estimated Project Schedule

PID Approval	03/09/2017 (A)
PAVED Approval	06/10/2019 (T)
PS&E	02/01/2022 (T)
RTL	03/01/2022 (T)
Begin Construction	05/01/2023 (T)

Reviewed by District O.E. or
Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

Project Manager

Date

Phone

ATTACHMENT D

PROJECT COST ESTIMATE

Project ID: 0616000074

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 2,874,500
2	Pavement Structural Section	\$ 12,481,300
3	Drainage	\$ 755,600
4	Specialty Items	\$ 80,000
5	Environmental	\$ 3,409,700
6	Traffic Items	\$ 3,855,000
7	Detours	\$ -
8	Minor Items	\$ 703,700
9	Roadway Mobilization	\$ 2,416,000
10	Supplemental Work	\$ 1,257,000
11	State Furnished	\$ 852,800.00
12	Time-Related Overhead	\$ 1,595,600.00
13	Roadway Contingency	\$ 3,028,200.00
TOTAL ROADWAY ITEMS		\$ 33,309,400

Estimate Prepared By :

Shavonne Conley, PE	2/8/2019	559-243-3832
Name and Title	Date	Phone

Estimate Reviewed By :

Irene Lee, PE	5/15/2019	559-243-3410
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
190101 Roadway Excavation	CY	41,300	x 15.00 = \$	619,500
160102 Clearing & Grubbing	CY	1	x 104,000.00 = \$	104,000
194001 Ditch Excavation	CY		x = \$	-
192037 Structure Excavation (Retaining Wall)	CY		x = \$	-
193013 Structure Backfill (Retaining Wall)	CY		x = \$	-
193031 Pervious Backfill Material (Retaining Wall)	CY		x = \$	-
170101 Develop Water Supply	LS	1	x 15,000.00 = \$	15,000
19801X Imported Borrow	CY	267,000	x 8.00 = \$	2,136,000
210130 Duff	ACRE		x = \$	-
XXXXXX Some Item	Unit			-

TOTAL EARTHWORK SECTION ITEMS	\$ 2,874,500
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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	3,400	x 10.00 = \$	34,000
1532XX Remove Concrete (type)	CY		x = \$	-
250401 Class 4 Aggregate Subbase	CY		x = \$	-
260203 Class 2 Aggregate Base	CY	15,800	x 47.00 = \$	742,600
290201 Asphalt Treated Permeable Base	CY		x = \$	-
365001 Sand Cover	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	72,900	x 107.00 = \$	7,800,300
Hot Mix Asphalt (Type A, PM)	TON	7,510	x 107.00 = \$	803,570
390136 Minor Hot Mix Asphalt	TON		x = \$	-
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	2,750	x 150.00 = \$	412,500
393003 Geosynthetic Pavement Interlayer	SQYD		x = \$	-
39405X Shoulder Rubber Strip (HMA, Type XX Indentation	STA		x = \$	-
394071 Place Hot Mix Asphalt Dike	LF		x = \$	-
394090 Place Hot Mix Asphalt (Misc. Area)	SQYD		x = \$	-
397005 Tack Coat	TON		x = \$	-
401050 Jointed Plain Concrete Pavement	CY	9,670	x 278.00 = \$	2,688,260
Lean Concrete Base	CY		x = \$	-
404092 Seal Pavement Joint	LF		x = \$	-
404094 Seal Longitudinal Isolation Joint	LF		x = \$	-
413112A Repair Spalled Joints (Polyester Grout)	SQYD		x = \$	-
413115 Seal Existing Concrete Pavement Joint	LF		x = \$	-
420102 Groove Existing Concrete Pavement	SQYD		x = \$	-
420201 Grind Existing Concrete Pavement	SQYD		x = \$	-
731502 Minor Concrete (Misc. Const)	CY		x = \$	-
731530 Minor Concrete (Textured Paving)	SQFT		x = \$	-
XXXXXX Some Item			x = \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$ 12,481,300
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SECTION 3: DRAINAGE

Item code	Unit	Quantity	Unit Price (\$)	Cost
150206 Abandon Culvert	LF	x	= \$	-
150805 Remove Culvert	LF	x	= \$	-
150820 Modify Inlet	EA	x	= \$	-
152430 Adjust Inlet	LF	x	= \$	-
155003 Cap Inlet	EA	x	= \$	-
193114 Sand Backfill	CY	x	= \$	-
510502 Minor Concrete (Minor Structure)	CY	x	= \$	-
510512 Minor Concrete (Box Culvert)	CY	x	= \$	-
62XXXX XXX" APC Pipe	LF	x	= \$	-
64XXXX XXX" Plastic Pipe	LF	x	= \$	-
65XXXX XXX" RCP Pipe	LF	x	= \$	-
66XXXX XXX" CSP Pipe	LF	x	= \$	-
68XXXX Edge Drain	LF	x	= \$	-
69XXXX XXX" Pipe Downdrain	LF	x	= \$	-
70XXXX XXX" Pipe Inlet	LF	x	= \$	-
70XXXX XXX" Pipe Riser	LF	x	= \$	-
70XXXX XXX" Flared End Section	EA	x	= \$	-
703233 Grated Line Drain	LF	x	= \$	-
72XXXX Rock Slope Protection (Type and Method)	CY	x	= \$	-
721420 Concrete (Ditch Lining)	CY	x	= \$	-
721430 Concrete (Channel Lining)	CY	x	= \$	-
729010 Rock Slope Protection Fabric	SQYD	x	= \$	-
750001 Miscellaneous Iron and Steel	LB	x	= \$	-
XXXXXX Additional Drainage (basin & 2000' pipe)	LS	1	x 755,540.00 = \$	755,540
XXXXXX Some Item		x	= \$	-

TOTAL DRAINAGE ITEMS	\$	755,600
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SECTION 4: SPECIALTY ITEMS

Item code	Unit	Quantity	Unit Price (\$)	Cost
070012 Progress Schedule (Critical Path Method)	LS	x	= \$	-
150662 Remove Metal Beam Guard Railing	LF	x	= \$	-
150668 Remove Terminal Systems	EA	x	= \$	-
1532XX Remove Barrier (Insert Type)	LF	x	= \$	-
153250 Remove Sound Wall	SQFT	x	= \$	-
190110 Lead Compliance Plan	LS	1	x 6,000.00 = \$	6,000
49XXXX CIDH Concrete Piling (Insert Diameter)	LF	x	= \$	-
510060 Structural Concrete (Retaining Wall)	CY	185	x 400.00 = \$	74,000
510133 Class 2 Concrete (Retaining Wall)	CY	x	= \$	-
510524 Minor Concrete (Sound Wall)	CY	x	= \$	-
5110XX Architectural Treatment (Insert Type)	SQFT	x	= \$	-
511048 Apply Anti-Graffiti Coating	SQFT	x	= \$	-
5136XX Reinforced Concrete Crib Wall (Insert Type)	SQFT	x	= \$	-
582001 Sound Wall (Masonry Block)	SQFT	x	= \$	-
520103 Bar Reinf. Steel (Retaining Wall)	LB	x	= \$	-
80XXXX Fence (Insert Type)	LF	x	= \$	-
832001 Metal Beam Guard Railing	LF	x	= \$	-
839310 Double Thrie Beam Barrier	LF	x	= \$	-
839521 Cable Railing	LF	x	= \$	-
83954X Transition Railing (Insert Type)	EA	x	= \$	-
8395XX Terminal System (Type CAT)	EA	x	= \$	-
8395XX Alternative Flared Terminal System	EA	x	= \$	-
8395XX End Anchor Assembly (Insert Type)	EA	x	= \$	-
839561 Rail Tensioning Assembly	EA	x	= \$	-
839XXX Crash Cushion (Insert Type)	EA	x	= \$	-
83XXXX Concrete Barrier (Insert Type)	LF	x	= \$	-

TOTAL SPECIALTY ITEMS	\$	80,000
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
Paleontological Mitigation	LS	1	x 150,000.00	= \$ 150,000
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
141000 Temporary Fence (Type ESA)	LF	x	= \$	-
<i>Subtotal Environmental Mitigation</i>				<i>\$ 150,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
200001 Highway Planting	LS	x	= \$	-
20XXXX XXX" Type XXX Conduit	LF	x	= \$	-
20XXXX Extend XXX" Type XXX Conduit	LF	x	= \$	-
201700 Imported Topsoil	CY	x	= \$	-
2030XX Erosion Control (Type __)	AC	48	x 20,000.00	= \$ 960,000
203021 Fiber Rolls	LF	x	= \$	-
203026 Move In/ Move Out (Erosion Control)	EA	x	= \$	-
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment (X Years)	LS	x	= \$	-
208000 Irrigation System	LS	x	= \$	-
208304 Water Meter	EA	x	= \$	-
209801 Maintenance Vehicle Pullout	EA	4	x 20,000.00	= \$ 80,000
XXXXXX Replacement Planting	LS	1	x 1,452,000.00	= \$ 1,452,000
Maintain Existing Planted Areas	LS	1	x 50,000.00	= \$ 50,000
Vegetation Control Treatments	SQYD	50	x 100.00	= \$ 5,000
Pavement Beyond Gore Area	EA	10	x 30,000.00	= \$ 300,000
<i>Subtotal Landscape and Irrigation</i>				<i>\$ 2,542,000</i>

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130100 Job Site Management	LS	1	x 464,000.00	= \$ 464,000
074017 Prepare WPCP	LS	x	= \$	-
074019 Prepare SWPPP	LS	1	x 19,000.00	= \$ 19,000
130330 Storm Water Annual Report	EA	3	x 2,000.00	= \$ 6,000
130530 Temporary Hydraulic Mulch (BFM)	SQYD	116,160	x 0.55	= \$ 63,888
074023 Temporary Erosion Control	SQYD	x	= \$	-
074027 Temporary Erosion Control Blanket	SQYD	x	= \$	-
074028 Temporary Fiber Roll	LF	5,000	x 3.50	= \$ 17,500
074032 Temporary Concrete Washout Facility	EA	x	= \$	-
074033 Temporary Construction Entrance	EA	5	x 4,000.00	= \$ 20,000
074035 Temporary Check Dam	LF	x	= \$	-
074037 Move In/ Move Out (Temporary Erosion Control)	EA	x	= \$	-
074038 Temp. Drainage Inlet Protection	EA	10	x 200.00	= \$ 2,000
074041 Street Sweeping	LS	1	x 92,800.00	= \$ 92,800
074042 Temporary Concrete Washout (Portable)	LS	1	x 17,500.00	= \$ 17,500
066916 Annual CGP Report	EA	6	x 2,500.00	= \$ 15,000
<i>Subtotal NPDES</i>				<i>\$ 717,688</i>

TOTAL ENVIRONMENTAL	\$ 3,409,700
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Supplemental Work for NPDES

066595 Water Pollution Control Maintenance Sharing*	LS	x	= \$	-
066596 Additional Water Pollution Control**	LS	x	= \$	-
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				<i>\$ -</i>

*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
150760	Remove Sign Structure	EA	x	= \$		-
151581	Reconstruct Sign Structure	EA	x	= \$		-
152641	Modify Sign Structure	EA	x	= \$		-
5602XX	Furnish Sign Structure	LB	x	= \$		-
5602XX	Install Sign Structure	LB	x	= \$		-
56XXXX	60" CIDH Pile (Sign Foundation)	LF	x	=		-
860090	Maintain Existing Traffic Management System Elements During Construction	LS	x	= \$		-
860810	Inductive Loop Detectors	EA	x	= \$		-
86055X	Lighting System for NB & SB on- & off-ramps	LS	1	x 320,000.00	= \$	320,000
8607XX	Intersection Lighting Systems	LS	1	x 220,000.00	= \$	220,000
8609XX	Traffic Monitoring Station System (SB & NB on- & off-ramps)	LS	1	x 60,000.00	= \$	60,000
860XXX	Sign Illumination	LS	1	x 30,000.00	= \$	30,000
8611XX	Ramp Metering System	LS	1	x 720,000.00	= \$	720,000
86XXXX	CCTV	LS	1	x 40,000.00	= \$	40,000
XXXXX	Electrical service for booster pumps (SB & NB on-ramps)	LS	1	x 180,000.00	= \$	180,000
XXXXX	Traffic Monitoring Station System on Rte 99	LS	1	20,000.00	\$	20,000
Subtotal Traffic Electrical						\$ 1,590,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity	Unit Price (\$)		Cost
120090	Construction Area Signs	LS	1	x 40,000.00	= \$	40,000
150701	Remove Yellow Painted Traffic Stripe	LF	x	= \$		-
150710	Remove Traffic Stripe	LF	x	= \$		-
150713	Remove Pavement Marking	SQFT	x	= \$		-
150742	Remove Roadside Sign	EA	x	= \$		-
152320	Reset Roadside Sign	EA	x	= \$		-
152390	Relocate Roadside Sign	EA	x	= \$		-
566011	Roadside Sign (One Post)	EA	x	= \$		-
566012	Roadside Sign (Two Post)	EA	x	= \$		-
560XXX	Furnish Sign Panels	SQFT	x	= \$		-
560XXX	Install Sign Panels	SQFT	x	= \$		-
82010X	Delineator (Class X)	EA	x	= \$		-
84XXXX	Permanent Pavement Delineation	LS	x	= \$		-
xxxxx	Roadside Signs: Includes Overhead sign structures items & roadside signs	LS	1	x 966,000.00	= \$	966,000
xxxxx	Pavement Delineation Items: includes items for permanent pavement marking & striping	LS	1	x 133,000.00	= \$	133,000
Subtotal Traffic Signing and Striping						\$ 1,139,000

6C - Traffic Management Plan

Item code		Unit	Quantity	Unit Price (\$)		Cost
128650	Portable Changeable Message Signs	LS	1	x \$ 200,000	= \$	200,000
66063	Public Information	LS	x	= \$		-
66062	COZEEP	LS	x	= \$		-
Subtotal Traffic Management Plan						\$ 200,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity	Unit Price (\$)		Cost
120100	Traffic Control System	LS	1	x 406,000.00	= \$	406,000
120120	Type III Barricade	EA	x	= \$		-
120143	Temporary Pavement Delineation	LF	x	= \$		-
12016X	Channelizer	EA	x	= \$		-
128650	Portable Changeable Message Signs	LS	x	= \$		-
129000	Temporary Railing (Type K)	LF	x	= \$		-
129100	Temp. Crash Cushion Module	EA	x	= \$		-
129099A	Traffic Plastic Drum	EA	x	= \$		-
839603A	Temporary Crash Cushion (ADIEM)	EA	x	= \$		-
XXXXXX	Traffic Handling Items (include traffic staging & detouring; Temp Railing type K, Temp striping, & signing, etc)	LS	1	x 520,000.00	= \$	520,000
Subtotal Stage Construction and Traffic Handling						\$ 926,000

TOTAL TRAFFIC ITEMS	\$ 3,855,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code	Unit	Quantity	Unit Price (\$)	Cost
190101 Roadway Excavation	CY	x	= \$	-
19801X Imported Borrow	CY/TON	x	= \$	-
390132 Hot Mix Asphalt (Type A)	TON	x	= \$	-
26020X Class 2 Aggregate Base	CY	x	= \$	-
250401 Class 4 Aggregate Subbase	CY	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	x	= \$	-
129000 Temporary Railing (Type K)	LF	x	= \$	-
128601 Temporary Signal System	LS	x	= \$	-
120149 Temporary Pavement Marking (Paint)	SQFT	x	= \$	-
80010X Temporary Fence (Type X)	LF	x	= \$	-
390137 Rubberized Hot Mix Asphalt (Gap Graded)	TON	x	= \$	-

TOTAL DETOURS

\$

-

SUBTOTAL SECTIONS 1 through 7

\$ 23,456,100

SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items

2.0%

\$

469,122

8B - Bike Path Items

Bike Path Items

0.0%

\$

-

8C - Other Minor Items

Other Minor Items

1.0%

\$

234,561

Total of Section 1-7

\$ 23,456,100

x

3.0%

=

\$

703,683

TOTAL MINOR ITEMS

\$

703,700**SECTIONS 9: MOBILIZATION**

Item code

999990

Total Section 1-8

\$ 24,159,800

x

10%

=

\$

2,415,980

TOTAL MOBILIZATION

\$

2,416,000**SECTION 10: SUPPLEMENTAL WORK**

Item code	Unit	Quantity	Unit Price (\$)	Cost
066015 Federal Trainee Program	LS	x	= \$	-
066063 Traffic Management Plan - Public Information	LS	1	x 37,000.00	= \$ 37,000
066090 Maintain Traffic	LS	x	= \$	-
066094 Value Analysis	LS	x	= \$	-
066204 Remove Rock & Debris	LS	x	= \$	-
066222 Locate Existing Cross-Over	LS	x	= \$	-
066595 WPC Maintenance Sharing	LS	1	x 6,000.00	= \$ 6,000
066596 Additional Water Pollution Control	LS	1	x 6,000.00	= \$ 6,000
066670 Payment Adjustments For Price Index Fluctuat	LS	x	= \$	-
066700 Partnering	LS	x	= \$	-
066866 Operation of Existing Traffic Management Syst	LS	x	= \$	-
066920 Dispute Review Board	LS	x	= \$	-
XXXXXX Some Item				

Cost of NPDES Supplemental Work specified in Section 5D = \$

-

Total Section 1-8

\$ 24,159,800

5%

=

\$

1,207,990

TOTAL SUPPLEMENTAL WORK

\$

1,257,000

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	415,800.00	=	\$415,800
066063	Traffic Management Plan - Public Information	LS	1	x	37,000.00	=	\$37,000
066901	Water Expenses	LS		x		=	\$0
8609XX	Traffic Monitoring Station (X)	LS		x		=	\$0
066841	Traffic Controller Assembly	LS		x		=	\$0
066840	Traffic Signal Controller Assembly	LS		x		=	\$0
066062	COZEEP	LS	1	x	400,000.00	=	\$400,000
066838	Reflective Numbers and Edge Sealer	LS		x		=	\$0
066065	Tow Truck Service Patrol	LS		x		=	\$0
066916	Annual Construction General Permit Fee	LS		x		=	\$0
XXXXXX	Some Item	Unit		x		=	\$0
Total Section 1-8		\$	24,159,800	0%	=	\$	-

TOTAL STATE FURNISHED	\$852,800
------------------------------	------------------

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization \$31,910,364 (used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency) \$37,140,761 (used to check if project is greater than \$5 million excluding contingency)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = 5%

Item code		Unit	Quantity		Unit Price (\$)		Cost
070018	Time-Related Overhead	WD	300	X	\$3,780	=	\$1,595,600

TOTAL TIME-RELATED OVERHEAD	\$1,595,600
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Note: If the building portion of the project is greater than 50% of the total project cost, then TRO is not included.

SECTION 13: 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 \$ 30,281,200 x 10% = \$3,028,120

TOTAL CONTINGENCY	\$3,028,200
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II. STRUCTURE ITEMS**Bridge 1**

DATE OF ESTIMATE	07/12/18	00/00/00	00/00/00
Bridge Name	New Paige Ave. OC	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	46-0158	57-XXX	57-XXX
Structure Type	PC/PS California Standard "Bulb-Tee" Girder Structure	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	105.00 LF	0 LF	0 LF
Total Bridge Length (Feet)	263.00 LF	0 LF	0 LF
Total Area (Square Feet)	27615 SQFT	0 SQFT	0 SQFT
Structure Depth (Feet)	5.25 LF	0 LF	0 LF
Footing Type (pile or spread)	Pile	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$255.15	\$0	\$0
COST OF EACH	\$7,045,967.25	\$0	\$0

DATE OF ESTIMATE	00/00/00	00/00/00	00/00/00
Name	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX	57-XXX	57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
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)	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$100	\$0	\$0
COST OF EACH	\$0	\$0	\$0

TOTAL COST OF BRIDGES	\$7,045,967
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TOTAL COST OF BUILDINGS	\$0
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Structures Mobilization Percentage	10%	\$704,597
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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%	\$704,597
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TOTAL COST OF STRUCTURES	\$8,455,161
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Estimate Prepared By: XiangYang Fu
Division of Structures

7/12/2018
Date

PROJECT COST ESTIMATE

Project ID: 0616000074

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	\$	11,562,781
	A2) SB-1210	\$	0
B)	Acquisition of Offsite Mitigation	\$	179,388
C)	C1) Utility Relocation (State Share)	\$	75,625
	C2) Potholing (Design Phase)	\$	53,000
D)	Railroad Acquisition	\$	0
E)	Clearance / Demolition	\$	4,551
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)	Title and Escrow	\$	148,440
	Ad Signs	\$	56,560
H)	Environmental Review	\$	0
I)	Condemnation Settlements <u>0%</u>	\$	0
J)	Design Appreciation Factor <u>0%</u>	\$	0
K)	Utility Relocation (Construction Cost)	\$	0

L)	TOTAL RIGHT OF WAY ESTIMATE	\$12,027,345
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M)	TOTAL R/W ESTIMATE: Escalated	\$14,619,313
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N)	RIGHT OF WAY SUPPORT	\$2,630,000
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Support Cost Estimate
Prepared ByProject Coordinator¹

Phone

Utility Estimate Prepared By

Teresa Cerda
Utility Coordinator²559-445-6421
PhoneR/W Acquisition Estimate
Prepared ByGeorgia Nevarez
Right of Way Estimator³559-445-6033
Phone

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

¹ When estimate has Support Costs only² When estimate has Utility Relocation³ When R/W Acquisition is required

Memorandum**To:** Neil Bretz**Date:** 10/9/2018**Attn:** Irene Lee**File:** CD 06 EA 0U8800**Alt:** REV-1A**Co:** TUL **RTE:** 99

Ernie Penuna

DESCRIPTION:

Construct a new interchange; construct auxiliary lanes on Route 99 between proposed Commercial Avenue interchange and existing Paige Avenue interchange

From: Department of Transportation
Division of Right of Way Central Region**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 7/18/2018

The following assumptions and limiting conditions were identified:**Parcels**

It is assumed that all properties involved will have the same prior access, during and after construction. If any of these properties no longer have access, the cost of the project would increase significantly so a new estimate should be requested. Additional right of way requirements are anticipated, but not defined due to the preliminary nature of the early design requirements.

Utility

There are several utilities within the project area. Per the information from the Right of Way Data Sheet Request and Engineer, it is anticipated that the only utility involvement is the adjustment of the water valves and manhole covers. There is a high pressure gas line, an electric underground line, along the West side of K Street, an AT&T communication line, sewer water line, and a water line, which is anticipated to be protected in place.

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:


DAVID SHERMAN

Senior Right of Way Agent

(559) 445-6225

Right Of Way Cost Estimate

	Current Year 2018	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2022
Acquisition:	\$11,582,781	25%	5%	\$14,054,633
Mitigation:	\$179,388	25%	5%	\$218,047
State Share of Utilities:	\$75,625	25%	5%	\$91,923
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$4,551	25%	5%	\$5,532
Title and Escrow:	\$148,440	25%	5%	\$180,430
Ad Signs:	\$56,560	25%	5%	\$68,749
Total Current Value:	\$12,027,345			\$14,619,313
If RW Cost Est fields are blank, Costs = \$0				

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW):

0 R/W LEAD TIME/Mo. 24

Cost Break Down

Pot Hole	53,000
Mitigation	
Land	
Bank	141,300
Permit Fees	2,210

Parcel Area

Total R/W Required:	48.39
Total Excess Area:	0

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	6
# of Const Permits:	0
# of Condemnations:	0

Utilities

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

Parcel Data

# of Parcel Type X:	0	
# of Parcel Type A: less than \$10,000 non-complex	8	
# of Parcel Type B: more than \$10,000 non-complex	8	
# of Parcel Type C: complex, special valuation	14	
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed: 0
Totals:	30	Totals: 0

of Excess Parcels: 0

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time:	None

General Description of Railroad Involvement:

There is no RR facilities or R/W affected however, there is RR (UP) within the limits of the project. A clause will be provided to stay out of their R/W.

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

This project is in Tulare County on SR 99 from 0.9 miles north of the Avenue 200 OC to the Paige Avenue OC. This project is to construct a new interchange; construct auxiliary lanes on Route 99 between proposed Commercial Avenue interchange and existing Paige Avenue interchange. This project has a total of 35 parcels listed on the data sheet request form, 5 parcels belong to City of Tulare or Tulare County and are not included in the total parcel count since no money will be exchanged. All 30 parcels have partial acquisitions or temporary construction easements with various zoning of heavy industrial and light industrial and residential. There are two advertising signs on the project and various trees and business signs that require demo and clearance. It is assumed that all properties involved will have the same prior access, during and after construction. If any of these properties no longer have access, the cost of the project would increase significantly so a new estimate should be submitted.

General Description of Utility Involvement:

The scope of the work is to construct a new interchange at Commercial Avenue at 0.8 mile south from Paige Avenue OC and use existing Commercial Avenue from K Street, and to construct auxiliary lanes on Route 99. Also, to maintain or replace existing Paige Avenue OC structure and ramps. It is anticipated that several potholes will be done within the limits of the project and manhole covers and water valves will be adjusted to grade.

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 multi-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:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

Data for evaluation provided by:

Estimator:

Georgia Nevarez

8/30/2018

Railroad Liaison Agent:

Michelle Hernandez

10/8/2018

Utility Relocation Coordinator:

Teresa Cerda

9/28/2018

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

10/9/2018

BY: Sandra Sifuentes


 NICHOLAS G. DUMAS

Office Chief, Central Region Right of Way

Environmental Division Mitigation and Compliance Cost Estimate (MCCE)

Revised: 7/26/2018

This MCCE is for: **DED**

Oversight Project:

Dist - Co - Rte - PM: 06-TUL-099-26.300/27.600

EA (Proj ID): 06-0U880 (0616000074)

Project Name: TULARE INTERCHANGE PROJECT

Alternative #: 1, 2, AND 3

Project Manager: BRETZ, NEIL E

Phone Number: 559-243-3465

MCCE Prepared By: Kay Goshgarian

Date: 7/26/2018


Phone Number: (559) 445-5321

	232/332 Dollars	FY	Acres/ Credits	ROW \$ Planned	FY	ROW \$ Actual	PAID	Construction 042\$ (BEEs)	FY
Archaeological									
Extended Phase I	\$24,000	17/18					<input type="checkbox"/>		
Biological									
Bank Credits			1	\$12,500	19/20		<input type="checkbox"/>		
Mitigation Parcel				\$10,000	19/20		<input type="checkbox"/>		
Mitigation Parcel				\$56,300	19/20		<input type="checkbox"/>		
Hazardous Waste									
ACP							<input type="checkbox"/>	\$3,000	
LOP							<input type="checkbox"/>	\$2,500	
soil/ACM disposal							<input type="checkbox"/>	\$150,000	
Phase 2	\$600,000						<input type="checkbox"/>		
Paleontological									
Prepare PER/pMP	\$10,000	17/18					<input type="checkbox"/>		
Finalize PMP	\$5,000	21/22					<input type="checkbox"/>		
Monitoring							<input type="checkbox"/>	\$75,000	22/23
Wetland/Riparian									
Bank Credits			0.25	\$62,500	18/19		<input type="checkbox"/>		
Permit Fees									
CDFW Document Filing Fee				\$2,210.25	18/19		<input type="checkbox"/>		
TOTAL	\$639,000			\$143,510.25				\$230,500	


Approved
by
Paula
2/6/17

Comments (explanation and risk management plan attached)


Approved By:

 Date: 7/26/2018
Environmental Branch Chief

If Right of Way Capital
(050) is needed:

 Date: 8/1/18
Right-of-Way Office Chief, Mitigation

If cultural and biology
mitigation totals more
than \$500,000:

 Date: 7/27/18
Environmental Office Chief

Submitted to PM on: _____ Initial _____

06-Tul-99, PM: 26.3/27.6

Long Form - Stormwater Data Report

EA: 06-0U880 (0616000074)

03/2019



Dist-County-Route: 06-Tul-99

Post Mile Limits: 26.3/27.6

Type of Work: Tulare Interchange Project

Project ID (EA): 06-0U880 (0616000074)

Program Identification: Local/400.100

Phase: ☐ PID

☒ PA/ED

☐ PS&E

Regional Water Quality Control Board(s): Central Valley (5) - Fresno Office

Total Disturbed Soil Area: 50 acres

Post Construction Treatment Area: 0 acre

Alternative Compliance (acres): _____

Estimated Const. Start Date: 11/01/2023

Estimated Const. Completion Date: 07/01/26

Risk Level: RL 1 ☒

RL 2 ☐

RL 3 ☐

WPCP ☐

Other: _____

Is the Project within a TMDL watershed?

Yes ☐ No ☒

TMDL Compliance Units (acres): _____

Notification of ADL reuse (if yes, provide date):

Yes ☐

Date: _____ No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer stamp required at PS&E.

Irene PuiYee Lee, Registered Project Engineer

3/27/19

Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Neil Bretz, Project Manager

3/27/19

Date

Sarabjit Deol, Designated Construction Representative

3/27/19

Date

Bill Moses, Designated Maintenance Representative

4/16/19

Date

Brad Cole, Designated Landscape Architect Representative

3/27/19

Date

[Stamp Required at PS&E only]

James E. Espinosa, District/Regional Design SW Coordinator or Designee

4/23/19

Date



Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-TUL 99-PM 26.3/27.6

TULARE INTERCHANGE PROJECT

PROJECT/EA NO: 0616000074-0/0U8800

April 3, 2019

Prepared For: ERNIE PENUNA, Design Senior
Office of Design I, Branch E


Prepared By: FLORENCIA ALLENGER

Concurred By:

Approved By:



JOEL AGUILAR, P.E.
District 6 – Traffic Management Chief



FLORENCIA ALLENGER
District 6 – TMP Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of Design I, Branch E dated March 26, 2019.

Attached is the TMP Data Sheet for the above referenced project. Per Deputy Directive 60-R2, TMP must be considered at the early stage of all projects and activities performed on the State Highway System. The following items shall be included in the project initiation document (PID) and/or Project Report(PR):

- 1) The TMP Data Sheet shall be attached.
- 2) Any costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet shall be included.
- 3) The following statements shall be included:

“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

ATTACHMENT H

"A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts, but yet early enough to make design changes/additions required for traffic mitigation."

"Lane requirement charts and detailed TMP will be provided during PS&E stage."

"Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work outside peak hours is anticipated for this project."

If you have any questions, please feel free to contact Joel Aguilar at 559-779-6525 or Florencia Allenger at 559-488-4348.

Attachments:

- TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RT#	TUL	99	PM	26.3/27.6	PROJ. NO.	0616000074
					EA. NO.	0U880
PROJECT NAME	Tulare Interchange Project					
PROJECT LIMIT	In Tulare county from 0.9 miles north of Avenue 200 Overcrossing to Paige Avenue Overcrossing					
PROJECT DESCRIPTION	Construct interchange					

A) The project includes the following:
(Check all that applicable type of facility closures.)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Highway or Freeway Lanes | <input type="checkbox"/> Freeway Off-ramps |
| <input checked="" type="checkbox"/> Highway or Freeway Shoulders | <input type="checkbox"/> Freeway On-ramps |
| <input type="checkbox"/> Freeway Connectors | <input checked="" type="checkbox"/> Local Streets |
| <input checked="" type="checkbox"/> Full/Complete Freeway/Highway Closure | |

B) Are there any construction strategies that can restore existing number of lanes?
☒ No ☐ Yes (Check all applicable strategies.)

- | | | | |
|---|---|------------------------------|---|
| <input type="checkbox"/> Temporary Roadway Widening | <input type="checkbox"/> Structure Involvement? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No (If yes, notify Project Manager) |
| <input type="checkbox"/> Lane Restriping (Temporary narrow lane widths) | | | |
| <input type="checkbox"/> Roadway Realignment (Detour around work area) | | | |
| <input type="checkbox"/> Median and/or Right Shoulder Utilization | | | |
| <input type="checkbox"/> Use of HOV lane as Temporary Mixed-Flow Lane | | | |
| <input type="checkbox"/> Staging Alternatives (Explain Below) | | | |

C) Calculated Delay
(To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A or on all projects along Interstate 5 and Route 99)

- | | |
|--|---|
| 1. Estimated Maximum Individual delay | _____ minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | _____ minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | _____ minutes |
| 4. Estimate Delay Cost (Most Applicable) | |
| <input type="checkbox"/> Extended Weekend Closure | <div style="border: 1px solid black; width: 100px; height: 40px; background-color: #cccccc;"></div> |
| <input type="checkbox"/> Weekly (7 days) | |
| 5. Estimated Duration of Project Related Delays | _____ # of Days |
| 6. Cost of Construction Related delays | _____ |

TMP Estimates based on X-Number of Working Days
requiring Lane/Shoulder/Ramp/Freeway/Highway Closure: 200 Working Days

Total Working Days to Construct the Project: 380 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: April 3, 2019

Design Senior: Ernie Penuna

Branch: E Office of Design: 1

City/State: TUL 99

PM: 26.3/27.6 99

Project/TA No: 0616000074 0UR80

D) Preliminary TMP Elements and cost: (Identify all elements and estimated costs that will be used to mitigate congestion resulting from the proposed construction activities.)

1. Public Information (BEES #066063) <input type="checkbox"/> Brochures & Mailers <input checked="" type="checkbox"/> Press Release/Media Alerts \$30,000 <input type="checkbox"/> Paid Advertisements <input type="checkbox"/> Public Information Center/Kiosks <input type="checkbox"/> Telephone Hotline <input checked="" type="checkbox"/> Planned Lane Closure Website \$0 <input type="checkbox"/> Project Website <input type="checkbox"/> Public Meetings <input checked="" type="checkbox"/> Freight Travel Information \$0	4. Construction Strategies (In Addition to Elements Identified on Item B) <input type="checkbox"/> Two-way Traffic On One Side <input type="checkbox"/> Reversible Lanes <input checked="" type="checkbox"/> Ramp/Connector Closure \$0 <input checked="" type="checkbox"/> Night Work \$0 <input type="checkbox"/> Extended Weekend Work <input type="checkbox"/> Ped/Bicycle Access Improvements <input type="checkbox"/> Maintain Business Access <input type="checkbox"/> C + T Bidding <input type="checkbox"/> Innovative Construction Techniques <input checked="" type="checkbox"/> Coordination w/ Adj. Construction S \$0 <input type="checkbox"/> Speed Limit Reduction <input type="checkbox"/> Traffic Screens
2. Motorist Information Strategies <input checked="" type="checkbox"/> Traffic Radio Announcements \$0 <input type="checkbox"/> Fixed CMS <input checked="" type="checkbox"/> Portable CMS (BEES #128650) \$60,000 <input type="checkbox"/> Temporary Motorist Information Signs <input type="checkbox"/> Ground Mounted Signs (Detour) <input type="checkbox"/> Dynamic Speed Message Sign <input type="checkbox"/> Highway Advisory Radio <input checked="" type="checkbox"/> CT Hwy Inform. Network (CHIN) \$0	5. Demand Management <input type="checkbox"/> HOV Lane/Ramps <input type="checkbox"/> Variable Work Hours <input type="checkbox"/> Telecommuting <input type="checkbox"/> Truck/Heavy Vehicle Restrictions <input type="checkbox"/> Rideshare Promotions <input type="checkbox"/> Ramp Metering <input type="checkbox"/> Transit Incentives <input type="checkbox"/> Shuttle Services <input type="checkbox"/> Ridesharing/Carpooling Incentives <input type="checkbox"/> Park & Ride Promotion
3. Incident Management <input checked="" type="checkbox"/> Transportation Management Center \$0 <input type="checkbox"/> Traffic Management Team (TMT) <input type="checkbox"/> Intelligent Transportation Systems <input type="checkbox"/> Traff. Surveillance (Loop & CCTV) <input type="checkbox"/> Helicopter Surveillance <input type="checkbox"/> Tow/Freeway <input checked="" type="checkbox"/> COZEEP (BEES #066062) \$400,000	6. Alternative Route Strategies <input type="checkbox"/> Off-site Detours/Use of Alt. Rtes <input type="checkbox"/> Signal Timing/Coord. Improvements <input type="checkbox"/> Temporary Traffic Signals <input type="checkbox"/> Signal Retiming <input type="checkbox"/> Street/Intersection Improvements <input type="checkbox"/> Turn Restrictions <input type="checkbox"/> Parking Restrictions
4. Construction Strategies (In Addition to Elements Identified on Item B) <input checked="" type="checkbox"/> Lane Requirement Chart \$0 <input checked="" type="checkbox"/> Construction Staging \$0 <input checked="" type="checkbox"/> Traffic Handling Plans \$0 <input type="checkbox"/> Full Facility Closures <input checked="" type="checkbox"/> Local Road Closures \$0 <input checked="" type="checkbox"/> Lane Modifications \$0 <input type="checkbox"/> One-Way Reversing Operation	7. Other Considerations <input type="checkbox"/> Application of New Technologies <input type="checkbox"/> Other

TOTAL ESTIMATED COST OF TMP \$490,000

PROJECT NOTES:

1. Current dollar values used. Inflation was not factored into the estimate.
2. There are no noise restrictions / moratoriums for night work.
3. Traffic Control/Maintain Traffic costs was not provided. Please consult with the OE or construction office for this estimate.
4. Portable CMS specified for this project by this estimate is designed for congestion relief as outlined by DD-60.
Portable CMS required for other purposes should be included under other specifications.
5. COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60.
COZEEP required for other purposes should be included under other specifications.
6. The TMP is a living document that is subject to change if material changes take place in the final version of the project phase.
If changes are required during construction to respond to excessive levels of congestion.
7. This revised TMP Data Sheet supersedes the previous TMP Data Sheet dated October 23, 2016.

*The estimated cost will depend on the Design Engineer's and Office of Traffic Design's Estimate.

PREPARED BY:	OFFICE OF TRAFFIC OPERATIONS	DATE:
Florencia Allenger		April 3, 2019

ATTACHMENT I - Risk Register
(Pending)

Risk Register for 06-0U880, Tulare Interchange Project

Form v3.3 last modified 10/30/2018 CB

Risk Checkpoint: PA&ED
Date: 11/14/2018
Project Nickname: Tulare Interchange Project
EA: 06-0U880
Co-Rt, Post Miles: Tul-99-26.3/27.6
Project Manager: Neil Bretz
FY & Program (SHOPP or STIP): 2018 (STIP)
Capital Costs: \$53,700k
Support Costs: \$20,000k
Total Costs: \$73,700k
RTL Target: 3/1/2022

Phase	Cost Contingency Range \$k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	\$0	\$0	\$0	0	0	0
1-PS&E	\$0	\$0	\$0	0	0	0
2-RW Sup	\$0	\$0	\$0	0	0	0
3-Con Sup	\$0	\$0	\$0	0	0	0
Support Contingency	\$0	\$0	\$0	0	0	0
9-RW Cap	\$0	\$0	\$0	0	0	0
4-Con Cap	\$0	\$0	\$0	0	0	0
Capital Contingency	\$0	\$0	\$0	0	0	0
Total Contingency	\$0	\$0	\$0	0	0	0

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (Pxl)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)
Active	1	Threat	Environmental	San Joaquin Kit Fox	Adjacent field could be considered foraging habitat for San Joaquin Kit Fox which could add cost for required mitigation	San Joaquin Kit Foxes are unlikely to occur within the project limits.	San Joaquin Kit Fox presence confirmed by field studies	4-High (51-70%)	1 - Very Low (Insignificant)	4	Mitigate	Acquire mitigation credits required by USFWS	Trais Norris	11/20/2018				
									1 - Very Low (Insignificant)	4								
								60%										
Active	2	Threat	Environmental	Swainsons Hawk	Project area may include potential habitat for Swainson's Hawk which could add cost for required mitigation.	No impacts to Swainson's Hawk nesting within project limits	Swainsons Hawk presence confirmed by field studies	3-Moderate (31-50%)	4 - Moderate (\$2,224k - \$4,446k)	12	Mitigate	Acquire mitigation credits required by USFWS	Trais Norris	11/20/2018				
									1 - Very Low (Insignificant)	3								
								40%										
Retired	3	Threat	Design	Design Standard Decision Document (DSDD) Approval	If Alt 1A or 3 becomes the preferred alternative, the uncertainty of the DSDD approval for Alternative 1A or 3 may delay the schedule due to the need to select another alternatives (such as Alt 1C, 2)	Medium probability of the DSDD approval.	Probability evaluation was provided by HQ Project Delivery Coordinator	3-Moderate (31-50%)	2 - Low (<\$4,000k)	6	Accept	Select another alternative besides Alt-1A or 3 to eliminate the need for DSDD. DSDD approved on 5/10/19.	Ernie Penuna	5/17/2019				
									4 - Moderate (1-3 months)	12								
								60%										
Active	4	Threat	Design	Additional R/W impact on Southern California Edison Company Energy Education Center parcel for Alt 1A or Alt 1C	There may be additional impact to the SCE Energy Education Center parcel which may increase the cost of R/W and need additional time to acquire the needed right of way.	Since this parcel is called an education center, this alternative proposes a retaining wall and aligns the NB Commercial Ave off ramp alignment to minimize the parcel impact is used at this time.	Preliminary Design shows further revision on the NB Commercial off ramp is needed to enhance the ramp accessibility.	4-High (51-70%)	1 - Very Low (Insignificant)	4	Accept	More detailed design will be conducted at this location.	Ernie Penuna	11/20/2018				
									1 - Very Low (Insignificant)	4								
								60%										
Retired	5	Threat	Design	Relocation of a cell tower for Alternative 2	This alternative would require the relocation of a cell tower at the proposed Industrial Ave interchange. This cell tower may involve multiple utility companies. Depending on the complexity of their service lines, this tower relocation timeline may be lengthy. Project schedule can be significantly impacted from this uncertainty.	The existing cell tower is located at the proposed Industrial interchange and there is no option to avoid the relocation of the cell tower.	Preliminary Design shows the existing cell tower is within the proposed interchange design.	3-Moderate (31-50%)	2 - Low (<\$4,000k)	6	Accept	Detailed information will be required from Design to provide to Right of Way unit in order to determine if R/W schedule will change. Coordination between Design and R/W are required. Alternative 1A selected as preferred alternative.	Ernie Penuna	5/17/2019				
									4 - Moderate (1-3 months)	12								
								60%										
Retired	6	Threat	Design	Additional impact may be needed for Alt 3 at the Paige/Blackstone intersection	Existing Paige Ave/Blackstone Street intersection may need additional improvement to accommodate future traffic volume, additional right of way and further environmental study may be needed.	Current proposed improvement is already included at Paige/Blackstone intersection.	preliminary operational analysis is conducted	3-Moderate (31-50%)	2 - Low (<\$4,000k)	6	Accept	Detailed analysis will be required from Traffic Operation in order to determine if additional improvements are required. Alternative 1A selected as preferred alternative.	Ernie Penuna	5/17/2019				
									4 - Moderate (1-3 months)	12								
								60%										
Active	7	Threat	Right of Way	R/W Capital Cost Increase	Total amount from R/W Data sheet not programmed due to future donation of property by the city of Tulare. Future R/W costs could increase requiring the need for additional R/W capital funds.	Current R/W capital programmed combined with the future donation of property by the city of Tulare will meet the project R/W needs.	R/W capital costs exceed the programmed amount.	2-Low (11-30%)	2 - Low (<\$3,685k)	4	Accept	Will request additional RIP funding if necessary.	David Sherman	6/14/2019				
									2 - Low (<1 month)	4								
								60%										

ATTACHMENT I

Tulare 99 Interchange Project

On State Route 99 in Tulare County
between 0.9 mile north of the Avenue 200 overcrossing
and 0.5 mile north of the Paige Avenue overcrossing

06-TUL-99-26.3/28.1

06-0U880 and 06-1600-0074

SCH 2018121006

Initial Study with Mitigated Negative Declaration/ Environmental Assessment



Prepared by the
State of California Department of Transportation

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 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

June 2019



ATTACHMENT E

General Information About This Document

What's in this document:

This document contains a Mitigated Negative Declaration/Environmental Assessment that examines the environmental effects of the proposed project on State Route 99 in Tulare County between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing.

The Initial Study and proposed Mitigated Negative Declaration/Environmental Assessment was circulated to the public from December 21, 2018 to January 29, 2019. Comment cards, letters and emails about the draft document were received and are shown in the Comments and Responses section. This section of the document was added after the draft was circulated. Elsewhere throughout this document, a line in the right margin indicates a change to the document since the draft was circulated.

What happens after this:

The proposed project has completed environmental compliance after the circulation of this document. When funding is approved, the California Department of Transportation, as assigned by the Federal Highway Administration, can design and build all or part of the project.

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: G. William "Trais" Norris III, San Joaquin Environmental Management Branch, 855 M Street, Suite 200, Fresno, CA 93721; phone (559) 445-6447, District 6 Public Information Office at (559) 488-4067, or use the California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

SCH#2018121006
06-TUL-99-26.3/27.6
06-0U880/0616000074

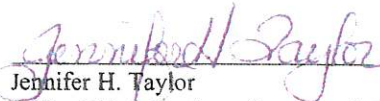
Construct an interchange on State Route 99 between 0.9 mile north of
the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing

**INITIAL STUDY
with Mitigated Negative Declaration
/ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 USC 4332(2)(C)

THE STATE OF CALIFORNIA
Department of Transportation

6/12/19
Date


Jennifer H. Taylor
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California Department of Transportation

Finding of No Significant Impact (FONSI)

for the

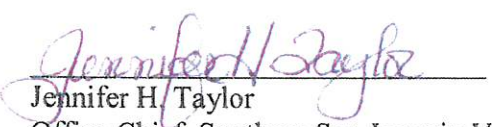
Tulare 99 Interchange Project

The California Department of Transportation (Caltrans) has determined that Alternative 1A on State Route 99 in Tulare County between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing will have no significant impact on the human environment. This Finding of No Significant Impact is based on the attached Environmental Assessment, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment and incorporated technical reports.

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 the Federal Highway Administration and Caltrans.

Date

6/12/19


Jennifer H. Taylor

Office Chief, Southern San Joaquin Valley
Central Region
California Department of Transportation

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to construct a new interchange or reconstruct an existing interchange on State Route 99 between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing near the City of Tulare in Tulare County.

Determination

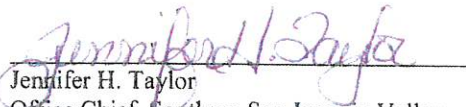
Caltrans has prepared an Initial Study for this project and, following public review, has determined from this study that the project would not have a significant effect on the environment for the following reasons.

The project would have no effect on cultural resources, coastal resources, wild or scenic rivers, parks and recreational facilities, timberlands, growth, community character and cohesion, environmental justice, geology, mineral resources, housing and population, hydrology/floodplain, natural communities, wetlands and other waters, plant species, animal species, fisheries resources, tribal resources or invasive species.

In addition, the project would have no significant effect on paleontology, air quality, land use and planning, transportation and traffic, threatened and endangered species, farmland, hazardous materials, noise, public/emergency services, utilities, greenhouse gas emissions, or water quality.

The project would have no significant adverse effect on visual resources because the following mitigation measure would reduce potential effects to insignificance:

- Include replacement planting and irrigation to replace eucalyptus trees and oleander shrubs that are being removed from the roadsides and median for the proposed project.


Jennifer H. Taylor
Office Chief, Southern San Joaquin Valley
Central Region
California Department of Transportation


Date

Summary

The California Department of Transportation (Caltrans) proposes to construct a new interchange or reconstruct an existing interchange on State Route 99 between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing near the City of Tulare in Tulare County. Four build alternatives (Alternatives 1A, 1C, 2 and 3) and a No-Build Alternative are proposed.

Summary of Potential Impacts from Alternatives

Potential Impact		Alternative 1A	Alternative 1C	Alternative 2	Alternative 3	No-Build Alternative
Land Use	Consistency with the Tulare General Plan	Yes	Yes	Yes	Yes	No
Coastal Zone		Not in Coastal Zone	Not in Coastal Zone	Not in Coastal Zone	Not in Coastal Zone	Not in Coastal Zone
Wild and Scenic Rivers		No Wild and Scenic Rivers	No Wild and Scenic Rivers	No Wild and Scenic Rivers	No Wild and Scenic Rivers	No Wild and Scenic Rivers
Parks and Recreational Facilities		No impacts	No impacts	No impacts	No impacts	No impacts
Farmlands and Timberlands		19 acres	19 acres	19 acres	No impacts	No impacts
Growth		Not growth inducing	Not growth inducing	Not growth inducing	Not growth inducing	Not growth inducing
Community Character and Cohesion		No impacts	No impacts	No impacts	No impacts	No impacts
Relocations and Real Property Acquisition	Business Displacements	No displacements	No displacements	Concrete batch plant	Tire service, truck stop, motel	No displacements
	Housing Displacements	No displacements	No displacements	No displacements	No displacements	No displacements
	Utility Service Relocation	Electrical, sewer, water, gas, telecommunication lines	Electrical, sewer, water, gas, telecommunication lines	Electrical, sewer, water, gas, telecommunication lines	Electrical, sewer, water, gas, telecommunication lines	No utility relocation
Environmental Justice		No impacts	No impacts	No impacts	No impacts	No impacts
Emergency Services		Traffic Management Plan would be developed to minimize emergency service delays during construction	Traffic Management Plan would be developed to minimize emergency service delays during construction	Traffic Management Plan would be developed to minimize emergency service delays during construction	Traffic Management Plan would be developed to minimize emergency service delays during construction	Traffic Management Plan not required
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Construction of bike lanes and sidewalks	Construction of bike lanes and sidewalks	Construction of bike lanes and sidewalks	Construction of bike lanes and sidewalks	No construction of bike lanes or sidewalks
Visual/Aesthetics		Oleander removal: 350 feet Eucalyptus removal: 11 trees	Oleander removal: 350 feet under Phase 1, 500 feet under Phase 2 Eucalyptus removal: 12 trees	Oleander removal: 350 feet under Phase 1, 500 feet under Phase 2 Eucalyptus removal: 14 trees	Oleander removal: 500 feet Eucalyptus removal: 39 trees	No oleander or eucalyptus removal
Visual/Aesthetics, continued from						

Potential Impact	Alternative 1A	Alternative 1C	Alternative 2	Alternative 3	No-Build Alternative
page v		under Phase 1, 10 trees under Phase 2	under Phase 1, 10 trees under Phase 2		
Cultural Resources	No impacts	No impacts	No impacts	No impacts	No impacts
Hydrology and Floodplain	No impacts	No impacts	No impacts	No impacts	No impacts
Water Quality and Storm Water Runoff	No impacts	No impacts	No impacts	No impacts	No impacts
Geology, Soils, Seismicity and Topography	No impacts	No impacts	No impacts	No impacts	No impacts
Paleontology	Impacts if Pleistocene sediments are found	Impacts if Pleistocene sediments are found	Impacts if Pleistocene sediments are found	Impacts if Pleistocene sediments are found	No impacts
Hazardous Waste and Materials	Properties located on Blackstone Street and Paige Avenue	Properties located on Blackstone Street, K Street and Paige Avenue	Properties located on Blackstone Street, K Street and Paige Avenue	Properties located on Blackstone Street and Paige Avenue	No impacts
Air Quality	Temporary impacts from construction-generated dust No permanent impacts	Temporary impacts from construction-generated dust No permanent impacts	Temporary impacts from construction-generated dust No permanent impacts	Temporary impacts from construction-generated dust No permanent impacts	Potential for congestion to increase over time resulting in increased idling and emissions
Noise and Vibration	Noise abatement measures not recommended	Noise abatement measures not recommended	Noise abatement measures not recommended	Noise abatement measures not recommended	No impacts
Natural Communities	No impacts	No impacts	No impacts	No impacts	No impacts
Wetlands and Other Waters	No impacts	No impacts	No impacts	No impacts	No impacts
Plant Species	No impacts	No impacts	No impacts	No impacts	No impacts
Animal Species	No impacts	No impacts	No impacts	No impacts	No impacts
Threatened and Endangered Species	Implement pre-construction surveys, construction SSPs	Implement pre-construction surveys, construction SSPs	Implement pre-construction surveys, construction SSPs	Implement pre-construction surveys, construction SSPs	No impacts
Invasive Species	Implement Executive Order 13112	Implement Executive Order 13112	Implement Executive Order 13112	Implement Executive Order 13112	No impacts
Cumulative Impacts	No impacts	No impacts	No impacts	No impacts	No impacts

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Chapter 1 Proposed Project

1.1 Introduction

The California Department of Transportation (Caltrans), in association with the Tulare County Association of Governments (TCAG), proposes to construct a new interchange or reconstruct an existing interchange on State Route 99 between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing near the City of Tulare in Tulare County. See Figures 1-1 and 1-2 for project vicinity and location maps. Caltrans, as assigned by the Federal Highway Administration (FHWA), is the lead agency under the National Environmental Policy Act (NEPA). Caltrans is also the lead agency under the California Environmental Quality Act (CEQA).

Four build alternatives (Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3) and a No-Build Alternative are being considered:

- Alternative 1A would construct a new interchange at Commercial Avenue with auxiliary lanes and leave the Paige Avenue interchange on-ramp and off-ramp opened.
- Alternative 1C would construct a new interchange at Commercial Avenue and permanently close all existing ramps at the Paige Avenue interchange.
- Alternative 2 would construct a new interchange at Industrial Avenue and permanently close the Paige Avenue interchange.
- Alternative 3 would reconstruct the Paige Avenue interchange by widening existing local roads and replacing the existing bridge structure with a wider structure and realigning on- and off-ramps.

Alternative 1C and Alternative 2 would be built in two phases once funding is available. Phase 2 work for Alternative 1C and Alternative 2 would replace the existing Paige Avenue overcrossing with a new structure to accommodate a four-lane roadway with shoulders and sidewalks.

The estimated project cost for Alternative 1A is \$71,803,000. The estimated project cost for Alternative 1C, Phase 1 is \$ 70,226,000 and Phase 2 is \$24,085,000. The estimated project cost for Alternative 2, Phase 1 is \$79,019,000 and Phase 2 is \$24,085,000. The estimated project cost for Alternative 3 is \$77,194,000.

State Route 99 is a major corridor used by both trucks and commuters between communities and rural agricultural areas throughout the San Joaquin Valley. It is also the main link that connects the San Joaquin Valley with the Sacramento metropolitan area and, via Interstate 5, with the Los Angeles area.

State Route 99 within the project limits is currently a four-lane roadway and is situated in an urban area with relatively flat terrain. The roadway within the project limits consists of two 12-foot travel lanes, with a 10-foot outside shoulder and a 5-foot inside shoulder for northbound and southbound directions. The freeway is divided by a beam barrier in the median.

The 2018 Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS), which was prepared by the Tulare County Association of Governments and covers the years 2018-2042, includes construction of a new interchange on State Route 99 at the World Ag Expo and International Agri-Center (Commercial Avenue). This project is also included in the 2013 Federal Statewide Transportation Improvement Program (FSTIP).

California participated in the “Surface Transportation Project Delivery Pilot Program” (Pilot Program) pursuant to 23 USC 327, for more than five years, beginning July 1, 2007, and ending September 30, 2012. MAP-21 (P.L. 112-141), signed by President Obama on July 6, 2012, amended 23 USC 327 to establish a permanent Surface Transportation Project Delivery Program. As a result, the Department entered into a Memorandum of Understanding pursuant to 23 USC 327 with FHWA. The NEPA Assignment MOU became effective October 1, 2012 and was renewed on December 23, 2016 for a term of five years. In summary, the Department continues to assume FHWA responsibilities under NEPA and other federal environmental laws in the same manner as was assigned under the Pilot Program, with minor changes. With NEPA Assignment, FHWA assigned and the Department assumed all of the United States Department of Transportation (USDOT) Secretary's responsibilities under NEPA. This assignment includes projects on the State Highway System and Local Assistance Projects off of the State Highway System within the State of California, except for certain categorical exclusions that FHWA assigned to the Department under the 23 USC 326 CE Assignment MOU projects excluded by definition, and specific project exclusions.

1.2 Purpose and Need

The purpose and need section discuss the reasons for the proposed project and provides structure for the development of alternatives.

1.2.1 Purpose

The purpose of the project is to improve the operational performance of State Route 99 within the project limits, relieve traffic congestion on local roads, and improve accessibility to the freeway system in that area. In addition, the project improvements would enhance the east-west movement of traffic and goods, supporting economic development.

1.2.2 Need

Traffic projections for the project limits show an increase in traffic volume over time, which will result in longer motorist delays, excessive congestion and queuing (long line of vehicles) at the existing ramp-end intersections, and potential traffic backups onto the freeway mainline. Local circulation between east and west, crossing State Route 99, will also be congested.

Traffic volume and quality of traffic flow are used to analyze freeway operation and related congestion issues:

- Traffic volumes are represented as average annual daily traffic counts, which are the average number of vehicles that pass a given point within a 24-hour period.
- Quality of traffic flow is represented as level of service. Level of service ranges from A to F. Level of service “A” indicates free-flowing traffic, while level of service “F” indicates gridlock and stop-and-go conditions.
- A traffic analysis was performed for existing conditions (2018), implementation year (2027) and design-year conditions (2047).

Traffic mitigation is needed based on the analysis conducted by the Caltrans Traffic Operations Branch on August 23, 2016. Traffic volume analysis done by the Technical Planning Branch at the same time indicates that Paige Avenue interchange and the intersection of Paige Avenue/Laspina Street are operating at levels of service D and F during the peak traffic periods. Also, the traffic forecasting data projects increases in traffic volume at the Paige Avenue interchange, which will cause longer delays, excessive queuing at the existing off-ramps, and potential overflows of traffic onto the freeway mainline.

Traffic Volumes

Table 1.1 shows existing and forecasted traffic volumes as average daily traffic (ADT). Increases in traffic volume at the Paige Avenue interchange from the projected forecast will cause longer delays and long queues at the existing off-ramps, with a potential overflow of traffic onto the freeway mainline.

Table 1.1 Traffic Volumes

Average Daily Traffic	State Route 99 Mainline	Alternatives 1A and 1C at Commercial Avenue	Alternative 2 at Industrial Avenue	Alternative 3 at Paige Avenue
2027 ADT	68,500	6,700	7,200	20,000
2037 ADT	NA	12,000	12,900	24,500
2047 ADT	105,500	21,500	23,100	2,750

Source: Caltrans Traffic Planning 2016

Level of Service

The Paige Avenue interchange and Paige Avenue/Laspina Street intersection currently operate at levels of service D and F during peak traffic periods. The intersections at the Paige Avenue interchange currently operate at levels of service C to F and will approach level of service F prior to 2047. Future increases in traffic volume at the Paige Avenue interchange will cause long delays and lead to excessive queuing at the existing off-ramps, with potential overflows of traffic onto the freeway mainline.

Existing Roadway

The existing Paige Avenue interchange is a Type L-6 interchange system with the freeway ramps connecting with Blackstone Street and Paige Avenue. The existing northbound hook ramps are accessed through Paige Avenue, and the existing southbound hook ramps connect to Blackstone Street. Paige Avenue is a two-lane roadway without turn lanes on the east side of freeway. Westbound traffic on Paige Avenue must stop and wait until the eastbound traffic is clear before proceeding to turn left onto the State Route 99 northbound on-ramp access. The northbound off-ramp traffic must wait until both westbound and eastbound Paige Avenue through traffic is clear before turning onto westbound Paige Avenue. The queue length of the eastbound approach of Paige Avenue and Laspina Street is longer than the spacing between the intersection and the northbound off-ramp. The shorter spacing would lead to excessive queuing of traffic at the northbound off-ramp and could possibly extend to the freeway mainline.

No bike lanes provide for multi-modal use at Paige Avenue and the bridge structure.

Safety

Table 1.2 shows the most recent three-year accident rate data available (from August 1, 2012 to July 31, 2015) for the State Route 99 mainline in the project area.

Table 1.2 Accident Rate Data

State Route 99 Mainline						
Location	Actual			Average		
	Fatal	Fatal plus Injury	Total	Fatal	Fatal plus Injury	Total
Northbound post miles 26.3 to 28.1	0.000	0.26	0.81	0.005	0.24	0.74
Southbound post miles 26.3 to 28.1	0.000	0.15	0.58	0.005	0.24	0.71
Northbound on-ramp from Paige Avenue/Avenue 216 (post mile 27.623)	0.000	0.00	0.00	0.001	0.14	0.48
Southbound on-ramp from Blackstone Street/Paige Avenue (post mile 27.625)	0.000	0.00	0.23	0.001	0.14	0.48
Southbound off-ramp to Blackstone Street/Paige Avenue (post mile 27.718)	0.000	0.00	1.10	0.002	0.23	0.78
Northbound off-ramp to Paige Avenue/Avenue 216 (post mile 27.530)	0.000	0.45	2.23	0.002	0.23	0.78

Source: Caltrans Traffic Operations 2018

F=Fatal, I=Injury

The accident rates for the northbound State Route 99 mainline between post miles 26.3 and 28.1 indicate that the actual fatal accident rate is lower than the statewide average for similar roadways with comparable traffic volumes. However, the actual fatal-plus-injury rate and the actual total accident rates are higher than the statewide average. The accident rates for the southbound State Route 99 mainline within the project limits indicate that the actual accident rates are lower than the statewide average.

The accident rates for the northbound on-ramp from Paige Avenue/Avenue 216 (post mile 27.623) and the southbound on-ramp from Blackstone Street/Paige Avenue (post mile 27.625) indicate that the actual accident rates are lower than the statewide average for similar ramps with comparable traffic volumes.

No accidents were recorded within the most recent three-year study period at the northbound on-ramp from Paige Avenue/Avenue 216.

The accident rates for the southbound off-ramp to Blackstone Street/Paige Road indicate that the actual fatal and the actual fatal-plus-injury accident rates are lower than the statewide average. However, the actual total accident rate is higher than the statewide average.

The accident rates for the northbound Paige off-ramp to Paige Avenue/Avenue 216 (post mile 27.530) indicate that the actual fatal accident rate is lower than the statewide average fatal accident rate. However, the actual fatal-plus-injury and the actual total accident rates are higher than the statewide average.

For the northbound direction of the mainline freeway, the most common type of accident was hit-object, with the primary collision factor being an improper turn. The main object struck was a median barrier. For the southbound direction of the mainline

freeway, the most common type of accident was hit-object, with the main collision factor being an improper turn. The main object struck was a fence.

For the southbound on-ramp from Blackstone Street/Paige Avenue, the accident type was hit-object caused by an improper turn. The object struck was a dike or curb. For the southbound off-ramp to Blackstone Street/Paige Road, the accident type was hit-object caused by speeding. The object struck was a traffic sign.

1.3 Project Description

Caltrans proposes to construct a new interchange or reconstruct an existing interchange on State Route 99 between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing near the City of Tulare in Tulare County. See Figures 1-1 and 1-2 for project vicinity and location maps.

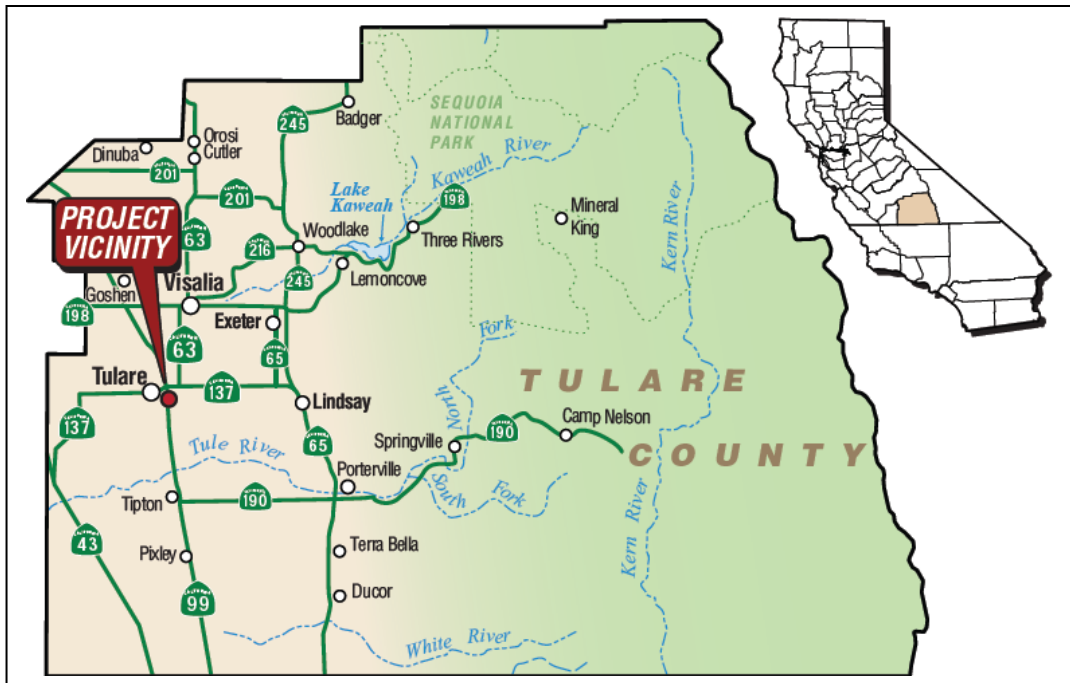


Figure 1-1 Project Vicinity Map



Figure 1-2 Project Location Map

Within the project limits, State Route 99 is a four-lane roadway in an urban area with relatively flat terrain. The roadway consists of two 12-foot travel lanes, a 10-foot outside shoulder, and a 5-foot inside shoulder for northbound and southbound directions. The freeway is divided by a beam barrier in the median.

Context sensitive solutions such as landscaping would be included in the project. A landscape/replanting plan would include planting eucalyptus trees to replace those that are being removed from the roadsides and median. Complete streets elements have been considered and would include installing bike lanes and constructing sidewalks.

1.4 Project Alternatives

The project contains a number of standardized measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are addressed in more detail in the Environmental Consequences sections found in Chapter 2.

1.4.1 Build Alternatives

Four build alternatives (Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3) and a No-Build Alternative are being considered.

Common Design Features of the Build Alternatives

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3 include the following:

- Construct bike lanes. Bike lanes would be constructed in these areas: along both eastbound and westbound Commercial Avenue within the city right-of-way limits for Alternative 1A and Alternative 1C; eastbound and westbound Industrial Avenue within the city right-of-way limits for Alternative 2; and eastbound and westbound Paige Avenue within the city right-of-way limits for Alternative 3. Within the state right-of-way, along the eastbound and westbound overcrossing, there would be an 8-foot-wide shoulder that can be used as a bike lane for the new Commercial Avenue overcrossing under Alternative 1A and Alternative 1C, for the Industrial Avenue overcrossing under Alternative 2, or for the Paige Avenue overcrossing under Alternative 1C and Alternative 2-Phase 2, and Alternative 3. The bike lanes at Commercial Avenue or Industrial Avenue would be mainly connected to K Street and Laspina Street. The bike lanes at Paige Avenue would be mainly connected to Blackstone Street and Laspina Street.
- Install a 10-foot-wide sidewalk.
- Provide ramp metering for all on-ramps from Commercial Avenue onto State Route 99.
- Construct drainage basins within the proposed project limits.
- Install a new drainage system (pipes with drainage inlets, possible side ditches along the freeway and ramps) to direct runoff from the freeway and ramps into the proposed basins.
- Relocate utilities (water, sewer, storm drain, AT&T lines, high pressure gas line, and utility poles).

Unique Features of the Build Alternatives

Alternative 1A

Alternative 1A includes the following:

- Construct a four-lane interchange (two through lanes per direction of traffic) at Commercial Avenue, 0.8 mile south of the Paige Avenue overcrossing, and use existing Commercial Avenue from K Street to connect to State Route 99. Existing ramps at Paige Avenue would remain open. The existing Paige Avenue overcrossing would not be replaced.
- Construct a left-turn lane from southbound K Street and a right-turn lane from northbound K Street for traffic to turn onto Commercial Avenue. Existing Commercial Avenue would be widened and realigned to accommodate the new

freeway interchange. A new portion of Commercial Avenue would connect with Laspina Street to become a “T” intersection.

- Construct auxiliary lanes (one lane per direction of traffic) on State Route 99 between the proposed Commercial Avenue interchange and the existing Paige Avenue interchange. The approximately 1,800-foot-long auxiliary lanes with 10-foot shoulders would connect the proposed ramp to the existing Paige Avenue ramp.
- Install shoulders at interchange on-ramps and off-ramps within the Caltrans right-of-way. The ramp outside shoulders would be 8 feet wide; the ramp inside shoulders would be 4 feet wide. The bridge structure would have an 8-foot-wide outside shoulder that can also be used as a bike lane. The bridge structure would not have an inside shoulder.
- The estimated project cost for Alternative 1A is \$71,803,000.

Alternative 1C

Alternative 1C would be constructed in two phases. Phase 1 would construct an interchange at Commercial Avenue, south of the existing Paige Avenue overcrossing. Phase 2 would replace the existing Paige Avenue overcrossing structure once additional funding becomes available.

Alternative 1C includes the following:

- Construct a four-lane interchange at Commercial Avenue (two through lanes per direction of traffic), 0.8 mile south of the existing Paige Avenue overcrossing. All existing ramps at Paige Avenue would be permanently closed. Existing Blackstone Street would be realigned as a local road connection between the new Commercial Avenue interchange and Paige Avenue.
- Remove the existing ramps at Paige Avenue and replace them with cul-de-sacs. These roads would become access for the existing businesses onto Blackstone Street or Paige Avenue.
- Once Phase 2 construction funding is available, replace the existing Paige Avenue overcrossing structure to accommodate two 12-foot-wide through lanes with a bike lane and 10-foot-wide sidewalk per direction. Paige Avenue would remain a two-lane roadway with a wide bridge structure. The new bridge would allow future roadway widening at Paige Avenue by the City of Tulare.
- Construct a left-turn lane from southbound K Street and a right-turn lane from northbound K Street for traffic to turn onto Commercial Avenue. Existing Commercial Avenue would be widened and realigned to accommodate the new freeway interchange. Existing Blackstone Street would be realigned as a local road connection between the new Commercial Avenue interchange and Paige Avenue. A new portion of Commercial Avenue would connect with Laspina Street to become a “T” intersection.
- Install shoulders at the interchange on-ramps and off-ramps within the Caltrans right-of-way. The ramp outside shoulders would be 8 feet wide; the ramp inside

shoulders would be 4 feet wide. The bridge structure would have an 8-foot-wide outside shoulder that can also be used as a bike lane. The bridge structure would not have an inside shoulder.

- The estimated project cost for Alternative 1C, Phase 1 is \$70,226,000; the estimated project cost for Phase 2 is \$24,085,000.

Alternative 2

Alternative 2 would be constructed in two phases. Phase 1 would construct an interchange at Industrial Avenue. Phase 2 would replace the existing Paige Avenue overcrossing structure once available funding becomes available.

Alternative 2 includes the following:

- Construct a four-lane interchange at Industrial Avenue (two through lanes per direction of traffic). All existing ramps at Paige Avenue would be permanently closed. Existing Blackstone Street would be realigned as a local road connection between the new Industrial Avenue interchange and Paige Avenue.
- Construct a new intersection at Industrial Avenue and Laspina Street.
- Replace the existing Paige Avenue overcrossing structure to accommodate two 12-foot-wide through lanes with a bike lane, 8-foot-wide shoulder and 10-foot-wide sidewalk per each direction. The new bridge would allow future roadway widening at Paige Avenue by the City of Tulare.
- Construct a left-turn lane from southbound K Street and a right-turn lane from northbound K Street for traffic to turn onto Industrial Avenue. Existing Industrial Avenue would be widened and realigned to accommodate the new freeway interchange. Existing Blackstone Street would be realigned as a local road connection between the new Industrial Avenue interchange and Paige Avenue. A new portion of Industrial Avenue would connect with Laspina Street to become a “T” intersection.
- Install shoulders at interchange on-ramps and off-ramps within the Caltrans right-of-way. Ramp outside shoulders would be 8 feet wide; ramp inside shoulders would be 4 feet wide. The bridge structure would have an 8-foot-wide outside shoulder that can also be used as a bike lane. The bridge structure would not have an inside shoulder.
- The estimated project cost for Alternative 2, Phase 1 is \$79,019,000; the estimated project cost for Phase 2 is \$24,085,000.

Alternative 3

Alternative 3 includes the following:

- Reconstruct the existing interchange at Paige Avenue and realign ramps.
- Replace the existing Paige Avenue overcrossing structure to accommodate two 12-foot-wide through lanes with a bike lane, 8-foot-wide shoulder and 10-foot-

wide sidewalk per direction. The new bridge would allow for future freeway widening.

- Provide metered on- and off-ramps from Paige Avenue onto State Route 99.
- Reconstruct intersections at Blackstone Street and Paige Avenue, and Laspina Street and Paige Avenue.
- Add signals to all intersections on Paige Avenue from Blackstone Street to Laspina Street.
- Install culverts to channel Tulare Canal due to new ramp configurations.
- The estimated project cost for Alternative 3 is \$77,194,000.

1.4.2 No-Build (No-Action) Alternative

The No-Build Alternative has the least environmental impact but does not address the purpose and need of the project. Under the No-Build Alternative, State Route 99 and Paige Avenue would stay in their present conditions. No improvements would be made to State Route 99 or Paige Avenue. No measures would be taken to reduce congestion or improve operations.

1.5 Identification of the Preferred Alternative

After public circulation of the draft environmental document, Alternative 1A was selected as the preferred build alternative based on engineering and environmental analysis, and community input.

Alternative 1A includes the following:

- Construct bike lanes. Bike lanes would be constructed along both eastbound and westbound Commercial Avenue within the city right-of-way limits. Within the state right-of-way, along the eastbound and westbound overcrossing, there would be an 8-foot-wide shoulder that can be used as a bike lane for the new Commercial Avenue overcrossing. Under Alternative 1A the bike lanes at Commercial Avenue or Industrial Avenue would be mainly connected to K Street and Laspina Street. The bike lanes at Paige Avenue would be mainly connected to Blackstone Street and Laspina Street.
- Install a 10-foot-wide sidewalk.
- Provide ramp metering for all on-ramps from Commercial Avenue onto State Route 99.
- Construct drainage basins within the proposed project limits.
- Install a new drainage system (pipes with drainage inlets, possible side ditches along the freeway and ramps) to direct runoff from the freeway and ramps into the proposed basins.

- Relocate utilities (water, sewer, storm drain, AT&T lines, high pressure gas line, and utility poles).
- Construct a four-lane interchange (two through lanes per direction of traffic) at Commercial Avenue, 0.8 mile south of the Paige Avenue overcrossing, and use existing Commercial Avenue from K Street to connect to State Route 99. Existing ramps at Paige Avenue would remain open. The existing Paige Avenue overcrossing would not be replaced.
- Construct a left-turn lane from southbound K Street and a right-turn lane from northbound K Street for traffic to turn onto Commercial Avenue. Existing Commercial Avenue would be widened and realigned to accommodate the new freeway interchange. A new portion of Commercial Avenue would connect with Laspina Street to become a “T” intersection.
- Construct auxiliary lanes (one lane per direction of traffic) on State Route 99 between the proposed Commercial Avenue interchange and the existing Paige Avenue interchange. The approximately 1,800-foot-long auxiliary lanes with 10-foot shoulders would connect the proposed ramp to the existing Paige Avenue ramp.
- Install shoulders at interchange on-ramps and off-ramps within the Caltrans right-of-way. The ramp outside shoulders would be 8 feet wide; the ramp inside shoulders would be 4 feet wide. The bridge structure would have an 8-foot-wide outside shoulder that can also be used as a bike lane. The bridge structure would not have an inside shoulder.
- The estimated project cost for Alternative 1A is \$71,803,000.

The 2018 Regional Transportation Plan and Sustainable Communities Strategy (2018 RTP/SCS), which was prepared by the Tulare County Association of Governments and covers the years 2018-2042, includes construction of a new interchange on State Route 99 at the World Ag Expo and International Agri-Center (Commercial Avenue). This project is also included in the 2013 Federal Statewide Transportation Improvement Program (FSTIP).

1.6 Alternatives Considered but Eliminated from Further Discussion Prior to Draft Environmental Document

One build alternative (Alternative 1B) was considered and withdrawn for the proposed project. Alternative 1B proposed constructing a new interchange 0.2 mile south of Commercial Avenue, leaving the Paige Avenue interchange on- and off-ramps opened. Laspina Street would require realignment. The Tulare Golf Course, Mefford Airport, the World Ag Expo and International Agri-Center, and the Southern California Energy Education Center would be impacted by this alternative, so this build alternative was eliminated from further study.

1.7 Permits and Approvals Needed

The need for permits will be determined once a preferred alternative has been selected. Potential permits are listed below.

After the public circulation period for the draft environmental document, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project. Permits will not be required for Alternative 1A.

Table 1.3 Permits

Agency	Permit/Approval	Status
U.S. Army Corps of Engineers	Section 404	Prior to construction
State Water Quality Control Board	Section 401 Certification	Prior to construction
California Department of Fish and Wildlife	Section 1602	Prior to construction

Chapter 2 Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis done for the project, the following environmental issues were considered, but no adverse impacts were identified. So, there is no further discussion of these issues in this document.

- Coastal Zone— There will be no effects to coastal resources because the project is not located within the coastal zone. (Field visit, June 29, 2018).
- Wild and Scenic Rivers—There are no wild or scenic rivers in the project area (Field visit, June 29, 2018).
- Parks and Recreational Facilities—There will be no effect to parks or recreational facilities because the project is not located within parks or recreational facilities. There are no 4(f) resources (parks, recreational facilities, wildlife and waterfowl refuges) within approximately 0.5 mile of any of the project alternatives (Field visit, June 29, 2018).
- Growth—The project will not induce unplanned growth in the area (Caltrans Community Impact Assessment, August 2018).
- Community Character and Cohesion—The project will not change community character and cohesion (Caltrans Community Impact Assessment, August 2018).
- Fish Resources—This project is located outside of the National Marine Fisheries Service (NMFS) jurisdiction, so an NMFS species list is not required and no effects to NMFS species are anticipated (Caltrans Natural Environment Study, Minimal Impacts, July 3, 2018).
- Environmental Justice—Alternatives 1A, 1C, 2 and 3 will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required. (Caltrans Community Impact Assessment, August 2018).
- Cultural Resources—No historic properties affected. If human remains are discovered, California Health and Safety Code (H&SC) Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), who, pursuant to PRC Section 5097.98, will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Mrs. Mandy Macias so that they may work with the MLD on the respectful treatment and disposition of the

remains. Further provisions of PRC 5097.98 are to be followed as applicable. (Caltrans Historic Property Survey Report, June 27, 2018).

- **Natural Communities**—No natural communities exist within the project limits (Caltrans Natural Environment Study, Minimal Impacts, July 3, 2018).
- **Wetlands and Other Waters**—There are no wetlands or other waters in the project area (Caltrans Natural Environment Study, Minimal Impacts, July 3, 2018).
- **Plant Species**—No federal or state listed plant species have the potential to occur within the project area (Caltrans Natural Environment Study, Minimal Impacts, July 3, 2018).
- **Geology, Soils and Topography**—No substantial faults are known to cross Tulare County, according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation (<http://tularecounty.ca.gov/rma/index.cfm/projects/planning-projects/applicant-projects/papich-construction-asphalt-batch-plant/11-papich-3-6-geology-and-soils/>).
- **Hydraulics/Floodplain**—The project is not located in a 100-year base floodplain (Caltrans Technical Information for Location Hydraulic Study, August 2018).

2.1 Human Environment

2.1.1 Existing and Future Land Use

Affected Environment

A Community Impact Assessment was completed for this project in August 2018.

Land use in the immediate vicinity of the project is mostly industrial with limited commercial and residential zones that include heavy industrial, light industrial, single-family residential, multiple-family residential, general commercial and retail commercial. See Figures 2-1 and 2-2 for land use maps.

A mobile home park, a motel and two truck stops sit next to all build alternatives. Across the street from them, to the north, is a suburban neighborhood of single-family homes. The rest of the area in the project vicinity is zoned as industrial or commercial. Three contiguous parcels of cultivated land next to the mobile home park are zoned as retail commercial and light industrial parcels. All three parcels are zoned as light industrial parcels in the 2035 City of Tulare General Plan.

The surrounding area near the project site does not contain any land officially described as parks and recreational facilities. The proposed interchange project is entirely within the limits of the City and County of Tulare.

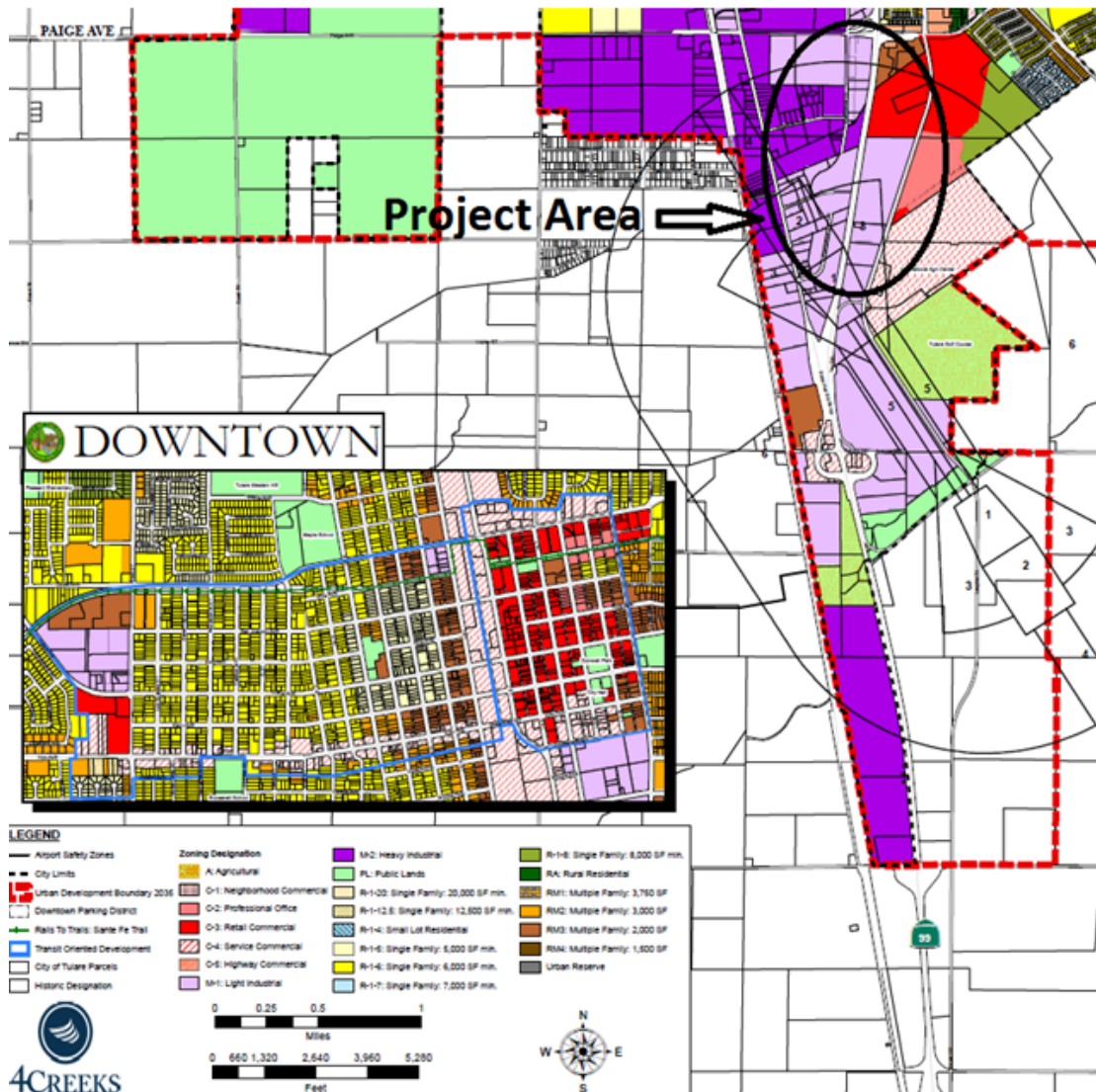


Figure 2-1 Existing Land Use

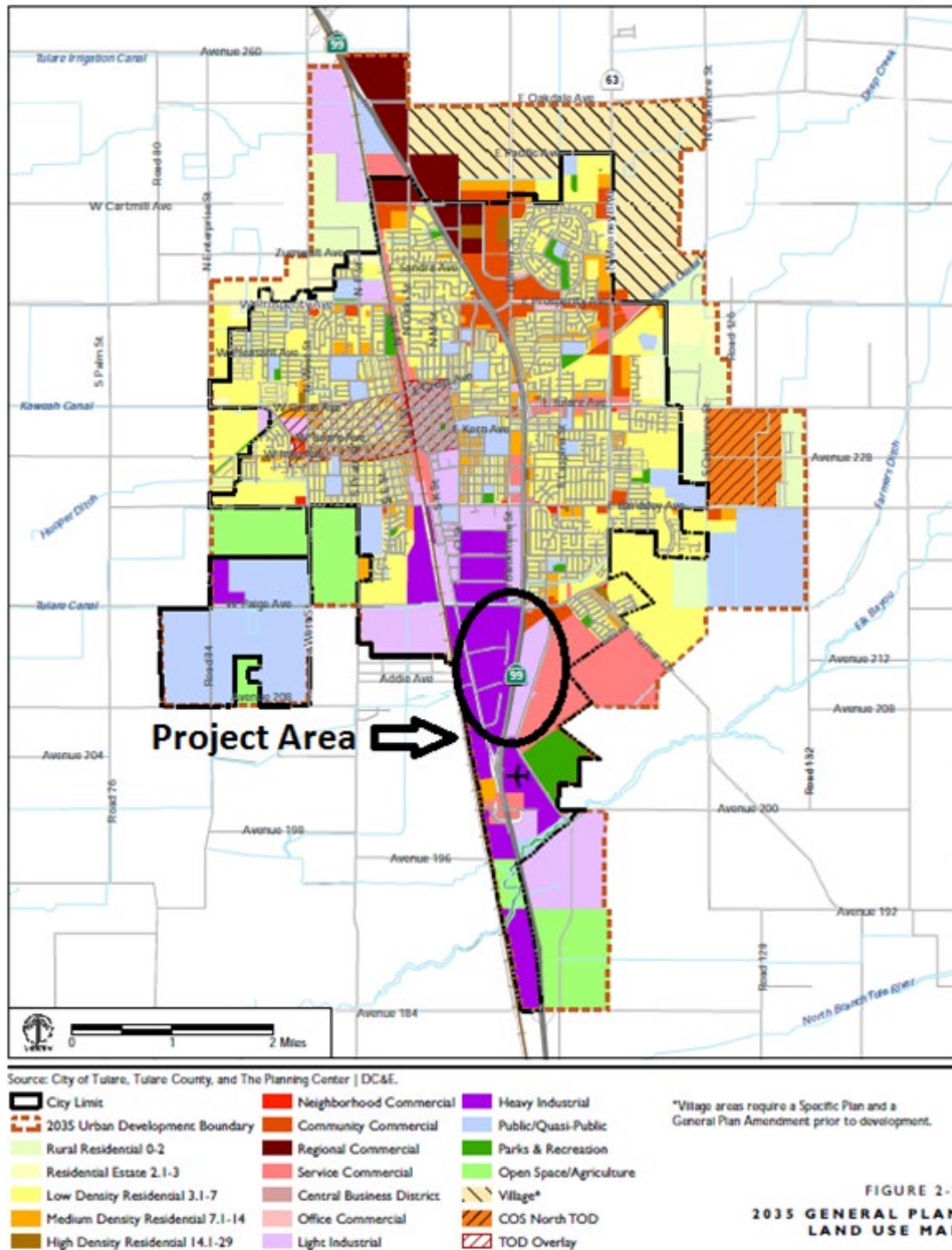


Figure 2-2 City of Tulare 2035 General Plan Land Use

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The project does not open new areas to development because the area is already accessible and largely developed.

Changes in land use and density are not expected from this project. The project impacts prime farmland but does not reduce what would otherwise be zoned as agricultural in the study area since it is not currently or foreseeably zoned as such. The project area is expected to become more industrial. The parcels along State Route 99 that are currently zoned as light industrial will become heavy industrial.

The project area is expected to grow and develop, with or without the proposed project. Growth is expected to occur at an average annual rate of 2.7 percent over the next 20 years, according to the City of Tulare General Plan. The project aims to accommodate the expected growth and prevent the potential overflow of future rising traffic volumes onto State Route 99; it therefore does not influence growth in the study area.

In anticipation of planned growth and in consideration of environmental factors that necessitate sustainable initiatives, the City of Tulare has added a village zoning designation in its general plan. This designation applies to an area in the northeast quadrant of the city and aims to create distinctive, walkable communities. It requires that all proposed development receive approval for consistency with the specific vision for that location.

The proposed project does not conflict with that vision because the interchange project is at the far southern end of the city limits and has no direct or indirect impact on the village location, except to positively improve the flow of traffic on mainline State Route 99.

Community connectivity within the project area would remain the same before, during and after construction.

No-Build Alternative

No land would be acquired with the No-Build Alternative, and land use would remain as currently zoned.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3 and the No-Build Alternative

Avoidance, minimization and/or mitigation measures would not be anticipated.

2.1.2 Consistency with State, Regional, and Local Plans and Programs

Affected Environment

The project is consistent with local, regional, and statewide plans and policies.

Tulare County Bicycle Plan

The Tulare County Bicycle Plan identifies proposed bike lanes on K Street west of State Route 99 and a Class I bike path along Laspina Street east of State Route 99. A Class II bike lane facility would be provided on both sides at the proposed interchange within the project limits, including the new bridge structure. The Class II bike lanes would connect to a future bicycle network.

The project area contains a narrow overcrossing along Paige Avenue that lacks bike lanes; nearby, Laspina Street has bike lanes on either side. But there is no connection between the west and east sides of the study area because of State Route 99. The proposed project would construct bike lines over State Route 99.

Tulare General Plan

If Alternative 1A or 1C is chosen, a new interchange would be constructed at or near Commercial Avenue, which currently does not connect to State Route 99. This would support the 2015-2035 Tulare General Plan prepared by the City of Tulare, which was adopted on October 7, 2014. The plan includes the proposal of a new major arterial roadway along Commercial Avenue between K Street and Laspina Street.

Tulare County Regional Transportation Plan

If Alternative 1A or 1C is chosen, a new interchange would be constructed at or near Commercial Avenue, which currently does not connect to State Route 99. This would support the 2014-2040 Regional Transportation Plan, prepared by the Tulare County Association of Governments and adopted on June 20, 2014. The plan includes interchange improvements anticipated for the 20-year horizon within the corridor of State Route 99 at Paige Avenue and Commercial Avenue.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

All build alternatives are consistent with the 2014 Tulare County Association of Governments Regional Transportation Plan. The build alternatives would improve safety and operations at the interchange while also enhancing the regional corridor and providing effective and efficient goods movement within the region.

All build alternatives are consistent with 2019 Tulare County Association of Governments Federal Transportation Improvement Program and the 2018 Tulare County State Transportation Improvement Program. The proposed project is identified in each program.

None of the build alternatives would affect land use. All existing and planned land use in the area would remain the same.

No-Build Alternative

The No-Build Alternative would not be consistent with the 2014 Tulare County Association of Governments Regional Transportation Plan because it would not provide the transportation-related infrastructure needed to improve safety and operations at the interchange nor accommodate planned development in the region.

The No-Build Alternative would be inconsistent with both the Federal Transportation Improvement Program and State Transportation Improvement Program because it is identified as a necessary project in both the state and federal transportation programs.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures would be necessary for land use.

2.1.3 Farmland

Regulatory Setting

The National Environmental Policy Act and the Farmland Protection Policy Act (7 U.S. Code 4201-4209; and its regulations, 7 Code of Federal Regulations Part 658) require federal agencies, such as the Federal Highway Administration, to coordinate with the Natural Resources Conservation Service if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. For purposes of the Farmland Protection Policy Act, farmland includes prime farmland, unique farmland, and land of statewide or local importance.

The California Environmental Quality Act requires the review of projects that would convert Williamson Act contract land to non-agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses.

Affected Environment

A Community Impact Assessment was completed in August 2018.

Prime farmland is scattered throughout the study area and exists within the project vicinity. A field of cultivated wheat sits west of Laspina Street, bordering the Tulare Inn Mobile Home Park. An almond grove is across the street to the east.

Farmland of statewide importance is scattered throughout the study area. Farmland of local importance is scattered throughout the study area and exists within the project vicinity.

Environmental Consequences

Alternative 1A, Alternative 1C and Alternative 2

A U.S. Department of Agriculture Farmland Impact Rating was completed on June 10, 2018 (see Appendix D).

Prime farmland is scattered throughout the study area and exists within the project vicinity. If Alternative 1A, 1C or 2 is chosen, such parcels would be impacted, including a field of cultivated wheat west of Laspina Street bordering the Tulare Inn Mobile Home Park. Construction of a new interchange would bisect the parcel. The U.S. Department of Agriculture rated the impact of this farmland conversion as 140 points in value out of 260. This represents 0.003 percent of farmable land in the county.

Farmland would not be impacted under Alternative 3.

Nineteen acres of farmland would be directly converted for the proposed project (see Table 2.1).

Table 2.1 Farmland Conversion

Farmland Conversion by Alternative						
Alternative	Land Directly Converted (acres)	Land Indirectly Converted (acres)	Prime and Unique Farmland (acres)	Percentage of Farmland in County	Percentage of Farmland in State	Farmland Conversion Impact Rating
1A and 1C	19	56	56	0.003	0.00066	140
2	19	66	66	0.003	0.00066	140
3	0		0	0	0	0

Source: Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor-Type Projects)

The field of cultivated wheat is split into three parcels that are currently zoned as light industrial and retail commercial. In the 2035 City of Tulare General Plan, all three parcels are classified as light industrial. The proposed project therefore would not reduce what would have otherwise been classified as agricultural land.

Several Williamson Act parcels surround the study area, but none are within it or in the immediate vicinity of the project. Farmland of statewide importance and local importance are scattered throughout the study area. None of the build alternatives would affect these parcels of land.

Alternative 3 and No-Build Alternative

No farmland would be converted under Alternative 3 and the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Because the project does not reduce the amount of land classified as agricultural and the farmland impact rating is less than 260 points, there would be no avoidance, minimization and/or mitigation measures.

2.1.4 Relocations and Real Property Acquisition

Regulatory Setting

The Caltrans Relocation Assistance Program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and Title 49 Code of Federal Regulations Part 24. The purpose of the Relocation Assistance Program is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. See Appendix C for a summary of the Relocation Assistance Program.

All relocation services and benefits are administered without regard to race, color, national origin, persons with disabilities, religion, age, or sex. See Appendix B for a copy of the Caltrans Director's Title VI policy statement.

Affected Environment

A Community Impact Assessment for the project was completed in August 2018.

The Budget Inn and Tulare Inn Mobile Home Park sits next to the State Route 99 northbound off-ramp. Gutierrez Tire Service, Paige Truck Stop gas station and a cement batch plant are also within this area. A drainage ditch and water well are also in the area.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Alternatives 1A, 1C, and 3 would require partial acquisition of the ready-mix concrete batch plant. Alternative 2 would require full acquisition of the ready-mix concrete batch plant.

Alternative 3 would require full acquisition of Gutierrez Tire Service, Paige Truck Stop, and the Budget Inn. A residential relocation of the manager of the Budget Inn is also anticipated; the owner/manager of the motel has a residence onsite.

Alternative 1A would impact approximately 35 parcels within heavy industrial, light industrial, and residential zoning, including parcels belonging to City of Tulare or Tulare County. Business and outdoor advertising signs would have to be relocated.

Alternative 1C would have an impact similar to Alternative 1A. Approximately 36 parcels within heavy industrial and light industrial zoning, including parcels

belonging to City of Tulare or Tulare County, would be affected by this alternative. Business and outdoor advertising signs would have to be relocated

Alternative 2 would impact approximately 36 parcels within heavy industrial and light industrial zoning, including parcels belonging to City of Tulare or Tulare County. Business and outdoor advertising signs would have to be relocated. This design would impact the functionality of parking lots that would potentially be reconfigured or replaced.

Alternative 3 would impact approximately 38 parcels within single-/multiple-family residential, heavy industrial and light industrial, commercial and residential zoning, including parcels belonging to City of Tulare or Tulare County. This design would impact several backyards of the single-family residences and affect drainage ditches and water well relocation. Business and outdoor advertising signs would have to be relocated.

Business and residential displacements will not occur under preferred Alternative 1A.

No-Build Alternative

There would be no relocations under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

To maintain access for the Tulare Inn Mobile Home Park, an alternate driveway would be constructed off Laspina Street, cutting through the adjacent farmland parcel and connecting to an opening in the median.

Caltrans would acquire the needed property in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (see Appendix C).

No-Build Alternative

Avoidance, minimization and/or mitigation measures are not required for the No-Build Alternative.

2.1.5 Utilities and Emergency Services

Affected Environment

Water, sewer, storm drain, and AT&T lines are located within the project area. The existing manholes, water valve, and storm drain inlet would be adjusted to proposed grade on the new pavement. There are also communication conduits, vaults, electrical conduits and cabinets, high pressure gas line, and utility poles along both sides of the existing roadway.

Table 2.2 lists the emergency services available to the community.

Table 2.2 Emergency Services

Name	Facility Type	Address	Distance
Tulare Fire Station	Fire Suppression	2082 E. Foster Drive, Tulare, CA 93274	0.5 mile
Tulare Police Department	Police Services	260 M Street, Tulare, CA 93274	2.5 mile
Life Star Ambulance	Ambulance Services	234 N. M Street, Tulare, CA 93274	3 miles

Source: Caltrans Community Impact Assessment 2018

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Utility relocation is required for Alternative 1A, Alternative 1C, Alternative 2, and Alternative 3. Existing utilities (telecommunication overhead and underground lines, sewer and water line, electric and gas lines) along Paige Avenue between Blackstone Street and Laspina Street, and existing Commercial Avenue and Industrial Avenue, may need to be protected when the project resurfaces the existing pavement to match with the new segment of the roadway and interchange. Existing manholes would need to be raised to grade. Existing overhead or underground facilities may need to be relocated due to roadway widening. Storm drain basins that would be impacted may require relocation with City of Tulare coordination. Tulare Canal just north of existing Paige Avenue may need to be realigned or channeled with a box culvert if impacted. Coordination with Tulare Irrigation District would be required.

Response times for emergency services would not be affected during construction because access would not change. After the project is constructed, emergency response times would be better than they would be without the project because the project aims to prevent congestion and traffic overflow onto State Route 99.

No-Build Alternative

No utility relocation would be required. There could be potential delays to emergency services due to increased traffic congestion under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

All utility relocation work would be done by the utility companies. Utility users would be informed of the date and time in advance of any service disruptions.

Construction work on the irrigation ditches and canals would be coordinated with the irrigation companies. All work would occur when the ditches and canals were dry.

A traffic management plan would be developed to minimize delays and maximize safety during construction. The traffic management plan may include, but is not limited to, the following:

- Release of information through brochures and mailers, press releases, and notices from the Caltrans public information office.
- Use of fixed and portable changeable message signs.
- Incident management through the Construction Zone Enhancement Enforcement Program and the transportation management plan.

2.1.6 Traffic and Transportation/Pedestrian and Bicycle Facilities

Regulatory Setting

Caltrans, as assigned by the Federal Highway Administration, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 Code of Federal Regulations 27) implementing Section 504 of the Rehabilitation Act (29 U.S. Code 794). The Federal Highway Administration has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to federal-aid projects, including Transportation Enhancement Activities.

Affected Environment

A Traffic Operations Analysis was completed for the project in October 2018.

State Route 99 serves as the main route of passage through the affected environment. Side streets extend out from and into the surrounding neighborhoods, connecting to residential areas and industrial sites. While the study area has bicycle lanes in its central and northern sections, none exist near the project area.

The State Route 99 northbound off-ramp at Paige Avenue curves westward around the Budget Inn before connecting to Paige Avenue. Tulare Inn Mobile Home Park has one entrance/exit at this area of the off-ramp. Currently, there is minimal pedestrian access connecting the east and west side of the study area across State Route 99; only a narrow, raised sidewalk extends along one side of the Paige Avenue overcrossing.

Along Commercial Avenue near K Street are existing businesses with driveways entering/exiting their parking lots. There is also street parking along Commercial Avenue on both sides of the street.

The study area is served by seven public transit bus routes that run on the northern edge of the project area. Route 2 serves southeast Tulare and passes in front of the current entrance of the Tulare Inn Mobile Home Park; the route goes from Laspina Street south to the corner of Paige Avenue, then turns east along Foster Drive.

The Paige Avenue/Blackstone Street intersection is the adjacent local intersection of southbound ramps at the Paige Avenue interchange. It is currently operating with all-way stop control with level of service C during peak hours. The Paige Avenue/Laspina Street intersection is the adjacent local intersection of northbound ramps at the Paige Avenue interchange. It is currently operating with all-way stop control with a level of service D and F during peak hours.

Bardsley Avenue is an east-west road crossing State Route 99 just 1 mile north of the Paige Avenue overcrossing. All on- and off-ramps for northbound and southbound directions are in single-lane configuration. This interchange is currently operating with one-way stop control at the northbound and southbound off-ramps. Intersections at Bardsley Avenue/Blackstone Street, Bardsley Avenue/Spruce (north), and Bardsley Avenue/Laspina Street have traffic signals, and Bardsley Avenue/Spruce (south) has one-way stop control.

Avenue 200/Rankin Road is an east-west road crossing State Route 99 about 2 miles south of the Paige Avenue overcrossing. All on- and off-ramps for northbound and southbound directions are in single-lane configuration. The northbound ramps/Tex Drive intersection has one-way stop control; southbound ramps/K Street has two-way stop control. The northbound ramps connect to Tex Drive and K Street, and Hosfield Drive. The southbound ramps connect to Rankin Road and K Street. Hosfield Drive continues along the east side of State Route 99 and then becomes Avenue 200.

Table 2.3 shows the levels of service for the intersections affected by the project.

Table 2.3 Existing and Future Level of Service

Intersection	Traffic Control	Existing		LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Paige Avenue	One-way stop control	C	D	F	F	F	F
State Route 99 southbound ramps/ Blackstone Street	Two-way stop control	D	C	F	F	F	F
Paige Avenue/Blackstone Street	All-way stop control	C	C	E	F	F	F
Paige Avenue/Laspina Street	All-way stop control	D	F	F	F	F	F
State Route 99 northbound ramps/Tex Drive	One-way stop control	A	A	A	B	B	B
State Route 99 south bound ramps (Rankin Road)/K Street	Two-way stop control	B	B	B	C	C	F
State Route 99 northbound ramps/ Bardsley Avenue	One-way stop control	F	F	F	F	F	F
State Route 99 southbound ramps/ Bardsley Avenue	One-way stop control	F	F	F	F	F	F
Bardsley Avenue/Blackstone Street	Signal	C	C	C	D	E	F
Bardsley Avenue/Spruce Street (South)	One-way stop control	C	D	E	F	F	F
Bardsley Avenue/Spruce Street (North)	Signal	A	A	B	A	B	B
Bardsley Avenue/Laspina Street	Signal	C	D	D	E	F	F

Source: Caltrans Operations Analysis, October 2018

Table 2.4 shows the annual average daily traffic counts for project interchanges.

Table 2.4 Annual Average Daily Traffic Counts - Existing Conditions

2018 Existing AADT	Rankin Road Drive IC (Avenue 200)			Paige Avenue IC			Bardsley Avenue IC		
	Northbound Off-ramp	Mainline	Northbound On-ramp	Northbound Off-ramp	Mainline	Northbound Slip On- ramp from Westbound	Northbound On-ramp	Mainline	Northbound Off-ramp
	800	27,740	720	2,300	26,160	3,300	1,340	28,120	5,230
Existing AADT	Rankin Road Drive IC (Avenue 200)			Paige Avenue IC			Bardsley Avenue IC		
	Southbound On-ramp	Mainline	Southbound Off-ramp	Southbound On-ramp	Mainline	Southbound Off-ramp	Southbound On-ramp	Mainline	Southbound Off-ramp
	1,050	26,510	1,200	4,000	23,710	4,500	2,030	26,180	3,110

Source: Caltrans Technical Planning, October 2018

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Tables 2.5-2.8 show the forecasted levels of service for Alternatives 1A, 1C, 2 and 3.

Table 2.5 Level of Service (LOS) Alternative 1A

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/Commercial Avenue	Signal	A	A	A	A
State Route 99 southbound ramps/Commercial Avenue	Signal	A	A	B	A
Commercial Avenue/Laspina Street	Signal	B	B	B	C
Commercial Avenue/Blackstone Street	Signal	B	B	C	B
Commercial Avenue/K Street	Signal	B	B	C	C
State Route 99 northbound ramps/Paige Avenue	Signal	C	B	C	C
State Route 99 southbound ramps/Blackstone Street	Signal	B	B	D	B
Paige Avenue/Blackstone Street	Signal	C	C	D	D
Paige Avenue/Laspina Street	Signal	C	C	D	C
State Route 99 northbound ramps/Tex Drive	One-way stop control	A	B	B	B
State Route 99 south ramps (Rankin Road) /K Street	Two-way stop control	B	B	C	D
State Route 99 northbound ramps/Bardsley Avenue	One-way stop control	F	F	F	F
State Route 99 southbound ramps/Bardsley Avenue	One-way stop control	F	F	F	F
Bardsley Avenue/Blackstone Street	Signal	C	D	E	F
Bardsley Avenue/Spruce Street (South)	One-way stop control	E	F	F	F
Bardsley Avenue/Spruce Street (North)	Signal	B	A	B	B
Bardsley Avenue/Laspina Street	Signal	D	E	F	F
Bardsley Avenue/Laspina Street	Signal	D	E	F	F

Source: Caltrans Traffic Operations Analysis October 2018

Table 2.6 Level of Service (LOS) Alternative 1C

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Commercial Avenue	Signal	A	A	A	B
State Route 99 southbound ramps/ Commercial Avenue	Signal	A	A	B	A
Commercial Avenue/Laspina Street	Signal	B	B	C	C
Commercial Avenue/Blackstone Street	Signal	B	B	C	B
Commercial Avenue/K Street	Signal	B	B	C	C
Paige Avenue/Blackstone Street	Signal	C	C	D	D
Paige Avenue/Laspina Street	Signal	C	C	D	D
State Route 99 northbound ramps/Tex Drive	One-way stop control	A	B	B	B
State Route 99 southbound ramps (Rankin Road)/K Street	Two-way stop control	B	C	C	D
State Route 99 northbound ramps/ Bardsley Avenue	One-way stop control	F	F	F	F
State Route 99 southbound ramps/ Bardsley Avenue	One-way stop control	F	F	F	F
Bardsley Avenue/Blackstone Street	Signal	C	D	E	F
Bardsley Avenue/Spruce Street (South)	One-way stop control	E	F	F	F
Bardsley Avenue/Spruce Street (North)	Signal	B	A	C	B
Bardsley Avenue/Laspina Street	Signal	E	F	F	F

Source: Caltrans Traffic Operations Analysis, October 2018

Table 2.7 Level of Service (LOS) Alternative 2

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/Industrial Avenue	Signal	A	A	B	B
State Route 99 southbound ramps/Industrial Avenue	Signal	A	A	B	B
Industrial Avenue/Laspina Street	Signal	B	B	C	C
Industrial Avenue/Blackstone Street	Signal	B	B	C	C
Industrial Avenue/K Street	Signal	B	B	C	C
Paige Avenue/Blackstone Street	Signal	C	C	D	D
Paige Avenue/Laspina Street	Signal	C	D	D	D
State Route 99 northbound ramps/Tex Drive	One-way stop control	A	B	B	B
State Route 99 southbound ramps (Rankin Road)/K Street	Two-way stop control	B	C	C	D
State Route 99 northbound ramps/Bardsley Avenue	One-way stop control	F	F	F	F
State Route 99 southbound Ramps/Bardsley Avenue	One-way stop control	F	F	F	F
Bardsley Avenue/Blackstone Street	Signal	C	D	E	F
Bardsley Avenue/Spruce Street (South)	One-way stop control	E	F	F	F
Bardsley Avenue/Spruce Street (North)	Signal	B	A	C	B
Bardsley Avenue/Laspina Street	Signal	E	F	F	F

Source: Caltrans Traffic Operations Analysis, October 2018

Table 2.8 Level of Service (LOS) Alternative 3

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/Paige Avenue	Signal	A	A	C	B
State Route 99 southbound ramps/Paige Avenue	Signal	B	B	C	C
Paige Avenue/Blackstone Street	Signal	C	C	C	D
Paige Avenue/Laspina Street	Signal	C	C	C	D
State Route 99 northbound ramps/Tex Drive	One-way stop control	A	B	B	B
State Route 99 southbound ramps (Rankin Road)/K Street	Two-way stop control	B	C	C	F
State Route 99 northbound ramps/Bardsley Avenue	One-way stop control	F	F	F	F
State Route 99 southbound ramps/Bardsley Avenue	One-way stop control	F	F	F	F
Bardsley Avenue/Blackstone Street	Signal	C	D	E	F
Bardsley Avenue/Spruce Street (South)	One-way stop control	E	F	F	F
Bardsley Avenue/Spruce Street (North)	Signal	B	A	B	B
Bardsley Avenue/Laspina Street	Signal	D	E	F	F

Source: Caltrans Traffic Operations Analysis, October 2018

State Route 99 is projected to be a four-lane facility by 2027 and a six-lane facility by 2047. A traffic volume forecast for this project was performed for horizon years 2027, 2037 and 2047 (see Tables 2.9 and 2.10).

Table 2.9 Forecasted Traffic

Category	Design Periods (within post mile limits 26.3 to 28.1)						
	State Route 99 Mainline	Alternatives 1A and 1C (at Commercial Avenue)		Alternative 2 (at Industrial Avenue)		Alternative 3 (at Paige Avenue)	
	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047
2027 ADT	68,500	6,700	6,700	7,200	7,200	20,000	20,000
2037 ADT	-	12,000	-	12,900	-	24,500	-
2047 ADT	105,500	-	21,500	-	23,100	-	30,000
2037 DHV	9,600	1,100	-	1,150	-	2,250	-
2047 DHV	-	-	1,950	-	2,100	-	2,750
Peak-Hour Directional Volume Percentage	59%	59%	59%	59%	59%	59%	59%
Truck (Design Hourly Volume)	12%	12%	12%	12%	12%	12%	12%
Traffic Index	15.5	11	12.5	11	13	12.5	13.5
Design Speed	70 mph	45 mph		45 mph		45 mph	

AADT: Average Annual Daily Traffic

DHV: Design hourly Volume

Source: Caltrans Technical Planning, October 2018

**Table 2.10 Adjacent Existing Interchanges Outside the Project Limits
Forecasted Traffic**

Category	Design Periods (post miles 25.4, 28.6)							
	Alternative 1A		Alternative 1C		Alternative 2		Alternative 3	
	Rankin Road/ Avenue 200 at K Street	Bardsley Avenue	Rankin Road/ Avenue 200 at K Street	Bardsley Avenue	Rankin Road/ Avenue 200 at K Street	Bardsley Avenue	Rankin Road/ Avenue 200 at K Street	Bardsley Avenue
	20 years 2027-2047	20 years 2027-2047	20 years 2027-2047	20 years 2027-2047	20 years 2027-2047	20 years 2027-2047	20 years 2027-2047	20 years 2027-2047
2027 ADT	2,750	23,800	2,800	24,400	2,800	24,400	2,850	23,800
2047 ADT	4,750	36,500	4,950	39,500	4,950	39,500	5,400	36,500
2047 DHV	480	3,650	490	3,950	490	3,950	540	3,650
Peak-Hour Directional Volume Percentage	59%	59%	59%	59%	59%	59%	59%	59%
Truck (Design Hourly Volume)	12%	12%	12%	12%	12%	12%	12%	12%
Traffic Index	11	14	11	14	11	14	11	14
Design Speed	25 mph		25 mph		25 mph		25 mph	

AADT: Average Annual Daily Traffic

DHV: Design hourly Volume

Source: Caltrans Technical Planning, October 2018

Additional analysis was done for each alternative (1A, 1C, 2, 3, and No-Build) to evaluate the local operation at the adjacent interchanges. These interchanges are at Bardsley Avenue (post mile 28.6) and Avenue 200/Rankin Road (post mile 25.4). The current year (2018), implementation year (2027), and design year (2047) were analyzed.

Under Alternative 1A and Alternative 1C, it may be necessary to widen Commercial Avenue per the City of Tulare roadway standards for industrial corridors. Driveways for the businesses would be reconstructed. Some parking spaces would be eliminated because of the street widening. Access would be restored at the same locations unless property owners propose different locations. If so, a detailed study would determine if access at another location were feasible or not.

Under Alternative 2, it may be necessary to widen Industrial Avenue per the City of Tulare roadway standards for industrial corridors. Driveways for the businesses would need to be reconstructed. Some parking spaces would be eliminated because of the street widening. Access would be restored at the same locations unless property owners propose different locations. If so, a detailed study would determine if access at another location were feasible or not.

Under Alternative 3, the Tulare Inn Mobile Home Park would lose access at its current entrance/exit at the intersection of the State Route 99 northbound off-ramp and Paige Avenue.

Under Alternative 3, residents of the Tulare Inn Mobile Home Park, a senior citizen community, would have to walk farther to the bus stop than they presently do. From the proposed relocation of the entrance, these residents would have to walk up Laspina Street on an unpaved side of the road. The mobile home park likely has residents with mobility issues, making it difficult for them to cross this new route. The widening of Paige Avenue at the corner of Laspina Street would impact the bus stop.

No-Build Alternative

Under the No-Build Alternative, a level of service of F is expected at the northbound on- and off-ramp at the Paige Avenue interchange and the southbound off-ramp at the Paige Avenue interchange by 2047. A level of service F is expected at Paige Avenue and Blackstone Street and Paige Avenue and Laspina Street by 2047. See Table 2.11.

Table 2.11 Level of Service No-Build Alternative

Intersection	Traffic Control	Existing A.M.	Existing P.M.	LOS in 2027		LOS in 2047	
				A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Paige Avenue	One-way stop control	C	D	F	F	F	F
State Route 99 southbound ramps/ Blackstone Street	Two-way stop control	D	C	F	F	F	F
Paige Avenue/ Blackstone Street	All-way stop control	C	C	E	F	F	F
Paige Avenue/ Laspina Street	All-way stop control	D	F	F	F	F	F

Source: Caltrans Traffic Operations, October 2018

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

A traffic management plan would be developed to minimize delays and maximize safety for motorists. The traffic management plan may include, but is not limited to, the following:

- Release of information through brochures and mailers, press releases, and advertisements managed by the public information office.
- Use of fixed and portable changeable message signs.
- Incident management through the Construction Zone Enhancement Enforcement Program and the transportation management center.
- Use of one-way traffic control.
- Use of detour(s) during construction.

Bike lanes would be constructed outside the right-of-way where the existing parking is provided. Bike lanes would be within the Caltrans right-of-way at the outside shoulder, between the ramp intersections and along the bridge structure. Sidewalks would also be constructed.

Under Alternative 3, a driveway would be constructed off Laspina Street to maintain access to the Tulare Inn Mobile Home Park.

2.1.7 Visual/Aesthetics

Regulatory Setting

The National Environmental Policy Act of 1969, as amended, establishes that the federal government use all practicable means to ensure all Americans safe, healthful,

productive, and *aesthetically* (emphasis added) and culturally pleasing surroundings (42 U.S. Code 4331[b][2]). To further emphasize this point, the Federal Highway Administration, in its implementation of the National Environmental Policy Act (23 U.S. Code 109[h]), directs that final decisions on projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

The California Environmental Quality Act establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (California Public Resources Code Section 21001[b]).

Affected Environment

A Visual Impact Assessment was completed for the project in October 2018.

The landscape of the project area is flat with wide views of the Sierra Nevada mountain range to the east and various coastal ranges to the west. These mountain ranges provide the only naturally occurring variation in topography within the project corridor. The flat land is planted with vast agricultural fields.

The visual character of the corridor is defined by the suburban and agricultural setting. The agricultural fields introduce a strong pattern of colors and lines that vary in their direction and texture, depending on the crops being grown. The colors in the fields vary from season to season. Residential, commercial and industrial areas break up the continuity of the agricultural fields. While this change in land use may have the potential to increase visual diversity, the development is not strong in any visual patterns of line or color.

Besides the interchange and pavement, the oleander shrubs and eucalyptus trees are the most visually dominant features within the highway corridor. Oleanders in the median provide a texture that is visually complementary to the adjacent agricultural fields. The median oleanders create a strong vertical element screening the view of the opposite flowing traffic. This screening reduces the visual perception of the highway scale; only the northbound lanes are visible from the northbound side of traffic and only the southbound lanes are visible from the southbound side. The reduced scale reinforces the rural character of the project corridor. When the oleander is flowering during the spring and summer, the flowers introduce a strong element of color that contrasts sharply with the adjacent lackluster views.

The large eucalyptus trees measure as tall as 90 feet in height, and the trunks are greater than 24 inches in diameter. The trees function aesthetically to delineate the roadway and provide visual variety to an otherwise flat landscape. The trees reinforce the rural, agricultural character of the corridor by visually reinforcing the pattern of colors and textures of the adjacent agricultural fields. The tall eucalyptus trees are noticeable from far away, but the trees are sparse and spaced far apart so that the visual influence is greatly reduced.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The project would remove oleander shrubs and eucalyptus trees (see Table 2.12). The oleanders would be removed from the median so the project could construct the bridge columns and install the required permanent safety barrier leading up to the bridge columns. The 10-foot-wide inside shoulders would be paved up to the median barrier. Eucalyptus trees would be removed to allow for the new interchange, ramps, and auxiliary lanes.

Oleander and Eucalyptus Removal

Table 2.12 shows the oleander shrubs and eucalyptus trees removed by alternative.

Table 2.12 Oleander Shrub and Eucalyptus Tree Removal

Alternatives			Quantity Removed		Oleander Removal Limits
			Oleander (feet)	Eucalyptus (each)	
1A		Construct new interchange at Commercial Avenue with Paige Avenue interchange open	350	11	100 feet to the north and 250 feet to the south from the center of the new bridge
1C	Phase 1	Construct new interchange at Commercial Avenue with Paige Avenue interchange closed permanently	350	12	100 feet to the north from the center of new bridge and 250 feet to the south from the center of the new bridge
	Phase 2	Replace existing Paige Avenue overcrossing with new structure	500	10	250 feet to the north from the center of new Paige and 250 feet to the south from the center of the new Paige
2	Phase 1	Construct new interchange at Industrial Avenue with Paige Avenue interchange closed permanently	350	14	100 feet to the north from the center of new bridge and 250 feet to the south from the center of the new bridge
	Phase 2	Replace existing Paige Avenue overcrossing with new structure	500	10	250 feet to the north from the center of new bridge and 250 feet to the south from the center of the new bridge
3		Replace existing Paige Avenue overcrossing with new structure	500	39	250 feet to the north from the center of new bridge and 250 feet to the south from the center of the new bridge

Source: Caltrans Visual Impact Assessment 2018

Alternative 1A would remove the least amount of median oleander at 350 feet. Alternatives 1C and 2 would remove the most amount of median oleander at 850 feet. This total amount of removal, however, would be realized only if Phase 2 for each alternative is ultimately funded. If funds are not available to complete Phase 2, then Alternatives 1C, 2, and 3 would remove the same amount of oleander at 500 feet.

Alternative 3 would remove the most eucalyptus trees at 39 trees. Without Phase 2 work, Alternative 1C would remove 12 eucalyptus trees and Alternative 2 would remove 14 eucalyptus trees. If Phase 2 of both Alternatives 2 and 3 is realized, it will result in the removal of 10 additional eucalyptus trees at the Paige Avenue overcrossing structure. Alternative 1A would remove the fewest eucalyptus trees at only 11 trees.

Visual Quality

The most visually noticeable new element of the project would be the new interchange, or the new bridge structure. The new interchange would be elevated, providing topographical relief to the project corridor.

The visual quality of the existing corridor would not be altered by the project. The presence of industrial sites and residential and commercial areas breaks up the agricultural patterns and creates a sense of visual intrusion in the landscape. A concrete mixing facility sits west of and next to State Route 99 near Industrial Avenue. The facility is highly visible from State Route 99. Alternatives 1A, 1C, and 3 may not affect the facility. Alternative 2 may require the removal of the facility to construct the new interchange at Industrial Avenue. This would result in a noticeable visual change to the project corridor. The facility currently distracts from the visual quality of the project corridor, and its removal would result in a slight increase in visual unity.

The new interchange in any build alternative would not greatly change the existing condition of visual quality. The new bridge structure would be built of the same materials and patterns of other existing bridges in the project corridor. While this type of structure would not positively increase the memorability, or reduce the visual intrusions in the project corridor, it would not negatively affect them either. Under the proposed build alternatives, the new interchange would be in what is now an agricultural field. This may add to the visual dissonance of the area by introducing another built element into the pattern of agricultural fields. However, the highway planting that is included with this project would decrease the effects of this impact. The net change in visual quality from the project would be negligible.

No-Build Alternative

No impacts to visual resources would occur under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The project would include replacement planting and irrigation to replace eucalyptus trees and oleander shrubs that are removed from the roadsides and median for all four build alternatives. The replacement planting would be placed at the new interchange area. The replacement planting would be funded from the interchange project but occur under a separate contract. A three-year plant establishment period would be included with the separate project to help establish the new plantings.

The new highway planting would soften the visual effect of the new interchange. The new trees would be spaced closer together than they are now, strengthening the implied line of the trees. As the new trees and the new oleander grow and mature, they would eventually provide visual relief, and add color and texture to the roadsides. They would add a strong vertical element to an otherwise flat terrain and help visually blend the new interchange with the surrounding agricultural landscape. The overall change to visual resources would be low.

No-Build Alternative

No avoidance, minimization, and/or mitigation measures would be required under the No-Build Alternative.

2.2 Physical Environment

2.2.1 Water Quality and Storm Water Runoff

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, Congress amended the Federal Water Pollution Control Act, making the addition of pollutants to the waters of the United States (U.S.) from any point source¹ unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. This act and its amendments are known today as the Clean Water Act. Congress has amended the act several times. In the 1987 amendments, Congress directed dischargers of storm water from municipal and industrial/construction point sources to comply with the NPDES permit scheme. The following are important Clean Water Act sections:

Sections 303 and 304 require states to issue water quality standards, criteria, and guidelines.

Section 401 requires an applicant for a federal license or permit to conduct any activity that may result in a discharge to waters of the U.S. to obtain certification from the state that the discharge will comply with other provisions of the act. This is most frequently required in tandem with a Section 404 permit request (see below).

Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. Regional Water Quality Control Boards administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and municipal separate storm sewer systems (MS4s).

Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the U.S. This permit program is administered by the U.S. Army Corps of Engineers.

The goal of the Clean Water Act is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

The U.S. Army Corps of Engineers issues two types of 404 permits: General and Individual. There are two types of General permits: Regional and Nationwide. Regional permits are issued for a general category of activities when they are similar

¹ A point source is any discrete conveyance such as a pipe or a human-made ditch.

in nature and cause minimal environmental effect. Nationwide permits are issued to allow a variety of minor project activities with no more than minimal effects.

Ordinarily, projects that do not meet the criteria for a Regional or Nationwide Permit may be permitted under one of the U.S. Army Corps of Engineers' Individual permits. There are two types of Individual permits: Standard permits and Letters of Permission. For Individual permits, the U.S. Army Corps of Engineers' decision to approve is based on compliance with the U.S. Environmental Protection Agency's (U.S. EPA) Section 404 (b)(1) Guidelines (40 Code of Federal Regulations Part 230), and whether the permit approval is in the public interest.

The Section 404(b)(1) Guidelines were developed by the U.S. EPA in conjunction with the U.S. Army Corps of Engineers and allow the discharge of dredged or fill material into the aquatic system (waters of the U.S.) only if there is no practicable alternative that would have less adverse effects. The guidelines state that the U.S. Army Corps of Engineers may not issue a permit if there is a least environmentally damaging practicable alternative (LEDPA) to the proposed discharge that would have lesser effects on waters of the U.S. and not have any other significant adverse environmental consequences. According to the guidelines, documentation is needed that a sequence of avoidance, minimization, and compensation measures has been followed, in that order.

The guidelines also restrict permitting activities that violate water quality or toxic effluent² standards, jeopardize the continued existence of listed species, violate marine sanctuary protections, or cause "significant degradation" to waters of the U.S. In addition, every permit from the U.S. Army Corps of Engineers, even if not subject to the Section 404(b)(1) Guidelines, must meet general requirements. See 33 Code of Federal Regulations 320.4. A discussion of the LEDPA determination, if any, for the document is included in the Wetlands and Other Waters section.

State Requirements: Porter-Cologne Water Quality Control Act

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or gaseous) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state. It predates the Clean Water Act and regulates discharges to waters of the state. Waters of the state include more than just waters of the U.S., like groundwater and surface waters not considered waters of the U.S. Also, it prohibits discharges of "waste" as defined, and this definition is broader than the Clean Water Act definition of "pollutant." Discharges under the Porter-Cologne Act are permitted by Waste Discharge Requirements (WDRs) and may be required even when the discharge is already permitted or exempt under the Clean Water Act.

² The U.S. EPA defines "effluent" as "wastewater, treated or untreated, that flows out of a treatment plant, sewer, or industrial outfall."

The State Water Resources Control Board and Regional Water Quality Control Boards are responsible for establishing the water quality standards (objectives and beneficial uses) required by the Clean Water Act and regulating discharges to ensure compliance with the water quality standards. Details about water quality standards in a project area are included in the applicable Regional Water Quality Control Board Basin Plan. In California, Regional Water Quality Control Boards designate beneficial uses for all water body segments in their jurisdictions and then set criteria necessary to protect those uses. As a result, the water quality standards developed for particular water segments are based on the designated use and vary depending on that use.

Also, the State Water Resources Control Board identifies waters failing to meet standards for specific pollutants. These waters are then state-listed in accordance with Clean Water Act Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source or non-point source controls (NPDES permits or WDRs), the Clean Water Act requires the establishment of Total Maximum Daily Loads (TMDLs), which specify allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The State Water Resources Control Board administers water rights, sets water pollution control policy, and issues water board orders on matters of statewide application, and oversees water quality functions throughout the state by approving Basin Plans, Total Maximum Daily Loads, and NPDES permits. Regional Water Quality Control Boards are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

National Pollutant Discharge Elimination System (NPDES) Program

Municipal Separate Storm Sewer Systems (MS4)

Section 402(p) of the Clean Water Act requires the issuance of NPDES permits for five categories of storm water discharges, including Municipal Separate Storm Sewer Systems (MS4s). An MS4 is defined as “any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, county, or other public body having jurisdiction over storm water, that is designed or used for collecting or conveying storm water.” The State Water Resources Control Board has identified Caltrans as an owner/operator of an MS4 under federal regulations. The Caltrans MS4 permit covers all Caltrans rights-of-way, properties, facilities, and activities in the state. The State Water Resources Control Board or the Regional Water Quality Control Board issues NPDES permits for five years, and permit requirements remain active until a new permit has been adopted.

The Caltrans MS4 Permit, Order No. 2012-0011-DWQ (adopted on September 19, 2012 and effective on July 1, 2013), as amended by Order No. 2014-0006-EXEC

(effective January 17, 2014), Order No. 2014-0077-DWQ (effective May 20, 2014) and Order No. 2015-0036-EXEC (conformed and effective April 7, 2015) has three basic requirements:

- Caltrans must comply with the requirements of the Construction General Permit (see below);
- Caltrans must implement a year-round program in all parts of the state to effectively control storm water and non-storm water discharges; and
- Caltrans storm water discharges must meet water quality standards through implementation of permanent and temporary (construction) Best Management Practices (BMPs), to the maximum extent practicable, and other measures as the State Water Resources Control Board determines to be necessary to meet the water quality standards.

To comply with the permit, Caltrans developed the Statewide Storm Water Management Plan to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The Statewide Storm Water Management Plan assigns responsibilities within Caltrans for implementing storm water management procedures and practices as well as training, public education and participation, monitoring and research, program evaluation, and reporting activities. The Statewide Storm Water Management Plan describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices. The proposed project will be programmed to follow the guidelines and procedures outlined in the latest Statewide Storm Water Management Plan to address storm water.

Construction General Permit

The Construction General Permit, Order No. 2009-0009-DWQ (adopted on September 2, 2009 and effective on July 1, 2010), as amended by Order No. 2010-0014-DWQ (effective February 14, 2011) and Order No. 2012-0006-DWQ (effective on July 17, 2012) regulates storm water discharges from construction sites that result in a Disturbed Soil Area (DSA) of one acre or greater, and/or are smaller sites that are part of a larger common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation result in soil disturbance of at least one acre must comply with the provisions of the General Construction Permit. Construction activity that results in soil disturbances of less than one acre is subject to this Construction General Permit if there is potential for significant water quality impairment resulting from the activity as determined by the Regional Water Quality Control Board. Operators of regulated construction sites are required to develop Storm Water Pollution Prevention Plans, implement sediment, erosion, and pollution prevention control measures, and obtain coverage under the Construction General Permit.

The Construction General Permit separates projects into Risk Levels 1, 2, and 3. Risk levels are determined during the planning and design phases and are based on potential erosion and transport to receiving waters. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring, and before-construction and after-construction aquatic biological assessments during specified seasonal windows. For all projects subject to the permit, applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan. In accordance with the Caltrans Statewide Storm Water Management Plan and Standard Specifications, a Water Pollution Control Program is necessary for projects with Disturbed Soil Area less than one acre.

Affected Environment

A Water Quality Assessment was completed for the project in March 2018, followed by an addendum completed on June 11, 2018. A Natural Environment Study, Minimal Impacts was completed on July 3, 2018.

The project is within the hydrogeological area identified as the South Valley Floor Hydrologic Unit. The nearest water body—Elk Bayou stream—is about 6,000 feet south of post mile 26.3. A large agricultural canal—Tulare Canal—crosses under State Route 99 just north of the Paige Avenue overcrossing. Smaller cross culverts are also found in the project limits. There is one bridge and approximately 25 culverts within the project area.

No blue-line drainages lie within the project area, so coordination with the California Department of Fish and Wildlife was not conducted.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Elk Bayou is on the State of California 303(d) list of impaired waters. Chlorpyrifos, Dimethoate and high pH levels are identified as causing the impairment. No aquatic organisms were identified in the project area. No short-term or long-term impacts to aquatic life are associated with these listed pollutants.

Table 2.13 shows the total disturbed area expected from construction of this interchange project.

Table 2.13 Total Disturbed Area per Alternative

Alternatives	Total Disturbed Area in Acres
1A	42
1C	52
2	82
3	45

Source: Caltrans Water Quality Assessment 2018

No-Build Alternative

No short-term or long-term impacts to water quality are associated with the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Because the project will disturb more than one acre of soil, the following are required to minimize short-term impacts to water quality:

- A Notification of Intent (NOI) is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Storm Water Pollution Prevention Plan (SWPPP) is to be prepared and implemented during construction to the satisfaction of the Resident Engineer.
- A Notice of Termination (NOT) is to be submitted to the Regional Board upon completion of construction and site stabilization. A project will be considered complete when the criteria for final stabilization in the Construction General Permit are met.

By incorporating proper and accepted engineering practices and Best Management Practices, the proposed project would minimize short-term impacts and not produce long-term impacts to water quality during construction or its operation.

Coordination was not conducted with the U.S. Army Corps of Engineers to determine if jurisdictional waters are present within the project area. However, coordination with the California Department of Fish and Wildlife, U.S. Army Corps of Engineers and Regional Water Quality Control Board is anticipated, once a preferred alternative is selected, to determine if permits are needed for the project.

No-Build Alternative

Coordination with the California Department of Fish and Wildlife, U.S. Army Corps of Engineers and Regional Water Quality Control Board is not required under the No-Build Alternative.

2.2.2 Paleontology

Regulatory Setting

Paleontology is a natural science focused on the study of ancient animal and plant life as it is preserved in the geologic record as fossils. A number of federal statutes specifically address paleontological resources, their treatment, and funding for mitigation as a part of federally authorized projects.

16 U.S. Code 431-433 (the “Antiquities Act”) prohibits appropriating, excavating, injuring, or destroying any object of antiquity situated on federal land without the permission of the Secretary of the Department of Government having jurisdiction over the land. Fossils are considered “objects of antiquity” by the Bureau of Land

Management, the National Park Service, the Forest Service, and other federal agencies.

16 U.S. Code 461-467 established the National Natural Landmarks program. Under this program property owners agree to protect biological and geological resources such as paleontological features. Federal agencies and their agents must consider the existence and location of designated National Natural Landmarks, and of areas found to meet the criteria for national significance, in assessing the effects of their activities on the environment under the National Environmental Policy Act.

16 U.S. Code 470aaa (the Paleontological Resources Preservation Act) prohibits the excavation, removal, or damage of any paleontological resources located on federal land under the jurisdiction of the Secretaries of the Interior or Agriculture without first obtaining an appropriate permit. The statute establishes criminal and civil penalties for fossil theft and vandalism on federal lands.

23 U.S. Code 1.9(a) requires that the use of federal-aid funds must be in conformity with all federal and state laws.

23 U.S. Code 305 authorizes the appropriation and use of federal highway funds for paleontological salvage as necessary by the highway department of any state, in compliance with 16 U.S. Code 431-433 above and state law.

Under California law, paleontological resources are protected by the California Environmental Quality Act.

Affected Environment

A Paleontology Evaluation Report and Preliminary Paleontological Mitigation Plan for this project was completed on January 29, 2018.

The paleontological study included review of geologic maps, literature, online databases, the Paleontological Identification Report and preliminary project construction plans provided by Caltrans. A site visit was done on November 13, 2017 to review the geology of the site and surrounding areas.

The geology of the project area is identified as Holocene basin deposits and Holocene to late Pleistocene alluvial fan deposits, which include the Modesto Formation. Both geologic units were found during the site visit. There are no documented paleontological localities within the boundaries of the project study area, and no fossils were discovered during the site visit.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Excavation for basins and other soil disturbance activities during construction may potentially result in impacts to high sensitivity paleontological resources if

Pleistocene sediments are encountered either at the surface or at depth during excavation.

No-Build Alternative

No impacts to paleontology resources are anticipated under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The following measures are recommended:

- Paleontological monitors, under the direction of the qualified principal paleontologist, will be onsite to conduct full-time monitoring of excavation in Holocene to late Pleistocene alluvial fan deposits. For excavations in Holocene basin deposits, spot-check monitoring will occur when excavation deeper than 5 feet below original ground surface occurs.
- 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.
- Monitoring and spot-checking should not be conducted in previously disturbed sediments or artificial fill.
- The Principal Paleontologist will attend the pre-construction meeting to address any concerns or issues related to monitoring activities. Prior to any project excavation, a Worker Environmental Awareness Program training for all earth-moving personnel and their supervisors will be presented to inform them of the possibility for fossil discoveries.

No-Build Alternative

Avoidance, minimization and mitigation measures are not required under the No-Build Alternative.

2.2.3 Hazardous Waste and Materials

Regulatory Setting

Hazardous materials, including hazardous substances and wastes, are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health, and land use.

The main federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Resource Conservation and Recovery Act (RCRA) of 1976. The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. The RCRA

provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition, Executive Order 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning of hazardous waste. The Porter-Cologne Water Quality Control Act also restricts disposal of wastes and requires cleanup of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and cleanup of contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is found, disturbed, or generated during project construction.

Affected Environment

An updated Initial Site Assessment was completed for this project in June 2018 because of project description changes. The original Initial Site Assessment was done in March 2018. Preliminary Site Investigations for aerially deposited lead and asbestos-containing materials were completed in December 2017.

Residential, commercial, industrial, and agricultural land uses are found within the project limits. The project area also includes vacant and undeveloped land.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The Initial Site Assessment found that eight parcels within the project limits may require further hazardous material/waste evaluation depending on the build alternative selected and extent of right-of-way acquisition. Table 2.14 shows the locations per alternative that pose a moderate risk for hazardous waste/hazardous material.

Table 2.14 Hazardous Waste/Hazardous Material Concerns Per Alternative

Build Alternative	Location
Alternative 1A	Roche Oil Bulk Plant at 2200 S. Blackstone Street Mobil/Pacific Pride and former service station at 1120 E. Paige Avenue Gutierrez Tire at 1132 E. Paige Avenue Paige Avenue Truck Stop at 1297 E. Paige Avenue Truck stop property at 1285 E. Paige Avenue South Valley Materials at 3500 S. Blackstone Street
Alternative 1C	Roche Oil Bulk Plant at 2200 S. Blackstone Street Mobil/Pacific Pride and former service station at 1120 E. Paige Avenue Gutierrez Tire at 1132 E. Paige Avenue Paige Avenue Truck Stop at 1297 E. Paige Avenue Truck stop property at 1285 E. Paige Avenue South Valley Materials at 3500 S. Blackstone Street Vacant land (former Imperial Pallet) at 4266 S. K Street
Alternative 2	Roche Oil Bulk Plant at 2200 S. Blackstone Street Mobil/Pacific Pride and former service station at 1120 E. Paige Avenue Gutierrez Tire at 1132 E. Paige Avenue Paige Avenue Truck Stop at 1297 E. Paige Avenue Truck stop property at 1285 E. Paige Avenue South Valley Materials at 3500 S. Blackstone Street Vacant land (former Tulare Auto Wrecking) at 3748 S. K Street
Alternative 3	Roche Oil Bulk Plant at 2200 S. Blackstone Street Mobil/Pacific Pride and former service station at 1120 E. Paige Avenue Gutierrez Tire at 1132 E. Paige Avenue Paige Avenue Truck Stop at 1297 E. Paige Avenue Truck stop property at 1285 E. Paige Avenue South Valley Materials at 3500 S. Blackstone Street

Source: Caltrans Initial Site Assessment, June 2018

The results of the site reconnaissance, historical and regulatory file research, and prior field investigations indicate the potential presence of impacts to soil and groundwater, and existing and potential abandoned underground storage tanks.

Mobil/Pacific Pride, Paige Avenue Truck Stop, and South Valley Materials listed above in Alternative 1A (the preferred alternative) will be directly impacted by the project and as such Preliminary Site Investigations (PSIs) are required. Due to existing or former fueling operations or handling and storage of hazardous

materials/wastes, these locations may have soil and/or groundwater contamination. Mobile/Pacific Pride and Paige Avenue Truck Stop are former leaking underground storage tank sites.

The responsible parties must meet all county and Regional Water Quality Control Board regulatory requirements. Tank and piping removal and any associated cleanup/remediation costs are the responsibility of the tank owner(s) whenever possible and by Caltrans only when necessary. Pending PSI results, the cost of any cleanup of contaminated soil could be as much as \$250,000.

Other potential hazardous waste concerns within the project boundaries may include undocumented underground storage tanks associated with former refueling and service station and asbestos-containing materials and/or lead-based paint in existing buildings and related structures.

A bridge survey was done to identify if asbestos-containing materials and/or lead-based paints exist on the Paige Avenue overcrossing prior to bridge demolition or modification. Trace amounts of nonfriable (not easily crushed/pulverized by hand) chrysotile asbestos were detected (less than 0.1 percent) in concrete on the Paige Avenue overcrossing. Asbestos was not detected in the other suspect materials (joint fill material, asphalt, drain pipe and textured paint). Lead-based paint was not detected on the bridge.

Aerially deposited lead from the historical use of leaded gasoline exists along roadways throughout California. There is the likely presence of soils with elevated concentrations of lead due to aerially deposited lead on the state highway system right-of-way within the limits of the project alternatives. Soil determined to contain lead concentrations exceeding stipulated thresholds must be managed under the July 1, 2016 Aerially Deposited Lead Agreement between Caltrans and the California Department of Toxic Substances Control. The Aerially Deposited Lead Agreement allows such soils to be safely reused within the project limits as long as all requirements of the Aerially Deposited Lead Agreement are met.

Aerially deposited lead concerns are associated with the northbound and southbound shoulders within the project limits. Soil excavated from the surface of the southbound shoulder to a depth of 3 feet or shallower would be considered non-regulated/non-hazardous and could be reused onsite, relinquished to the contractor, or disposed of as non-regulated soil. Soil to a depth of 1 foot along the northbound shoulder had higher lead concentrations and could be managed under the Department of Toxic Substance Control Agreement and reused within the existing right-of-way or disposed of offsite at an approved Class I landfill.

No-Build Alternative

There are no hazardous waste/material concerns with the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The following considerations and provisions are required:

- Where encountered, undocumented underground storage tanks, septic systems and domestic/agricultural/oil wells should be properly removed or abandoned in accordance with Tulare County requirements.
- An Asbestos Compliance Plan and a Lead Compliance Plan are required for this project. Appropriate standard special provisions would be included in the construction package to address proper handling and safety.
- Preliminary Site Investigations would be done on affected private parcels of the preferred Alternative 1A to identify the extent of the contamination, if any, prior to parcel acquisition or temporary construction easements. Caltrans' policy is to avoid contaminated properties if possible, to have responsible parties accept responsibility for remediation, and to seek reimbursement from those parties when Caltrans must conduct remediation as part of the project development process. If contaminated properties are required in order to proceed with the project, adequate site investigations must be completed, and the cost of the remediation considered prior to appraisal and acquisition process.
- San Joaquin Valley Air Pollution Control District regulations require that an asbestos survey be conducted on any bridge/building prior to demolition or modification, regardless of the date of construction. A written National Emissions Standards for Hazardous Air Pollutants (NESHAP) notification to the San Joaquin Valley Air Pollution Control District is required no less than 14 days prior to demolition activities whether asbestos is present or not.

No-Build Alternative

Avoidance, minimization and/or mitigation measures are not required for the No-Build Alternative.

2.2.4 Air Quality

Regulatory Setting

The Federal Clean Air Act, as amended, is the main federal law that governs air quality. The California Clean Air Act is its companion state law. These laws, and related regulations by the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB), set standards for the concentration of pollutants in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). The federal and state ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM)—which is broken down for regulatory purposes into particles of 10 micrometers or smaller (PM₁₀) and particles of 2.5 micrometers and smaller (PM_{2.5})—and sulfur dioxide (SO₂). In addition, national and state

standards exist for lead (Pb), and state standards exist for visibility-reducing particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride.

The national and state standards are set at levels that protect public health with a margin of safety and are subject to periodic review and revision. Both state and federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition.

Federal air quality standards and regulations provide the basic scheme for project-level air quality analysis under the National Environmental Policy Act. In addition to this environmental analysis, a parallel “conformity” requirement under the Federal Clean Air Act also applies.

The conformity requirement is based on Federal Clean Air Act Section 176(c), which prohibits the U.S. Department of Transportation (USDOT) and other federal agencies from funding, authorizing, or approving plans, programs, or projects that do not conform to State Implementation Plan (SIP) for attaining the NAAQS.

“Transportation Conformity” applies to highway and transit projects and takes place on two levels: the regional (or planning and programming) level and the project level. The proposed project must conform at both levels to be approved.

Conformity requirements apply only in nonattainment and “maintenance” (former nonattainment) areas for the NAAQS, and only for the specific NAAQS that are or were violated. U.S. EPA regulations at 40 Code of Federal Regulations 93 govern the conformity process. Conformity requirements do not apply in unclassifiable or attainment areas for NAAQS and do not apply at all for state standards regardless of the status of the area.

Regional conformity is concerned with how well the regional transportation system supports plans for attaining the NAAQS for carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and in some areas (though not in California), sulfur dioxide (SO₂). California has nonattainment or maintenance areas for all of these transportation-related “criteria pollutants” except SO₂, and also has a nonattainment area for lead (Pb); however, lead is not currently required by the Federal Clean Air Act to be covered in transportation conformity analysis.

Regional conformity is based on emission analysis of Regional Transportation Plans (RTPs) and Federal Transportation Improvement Programs (FTIPs) that include all transportation projects planned for a region over a period of at least 20 years (for the RTP) and 4 years (for the FTIP). RTP and FTIP conformity uses travel demand and emission models to determine whether the implementation of those projects would conform to emission budgets or other tests at various analysis years showing that requirements of the Federal Clean Air Act and the State Implementation Plan are met.

If the conformity analysis is successful, the Metropolitan Planning Organization (MPO), Federal Highway Administration, and Federal Transit Administration (FTA)

make the determinations that the RTP and FTIP are in conformity with the State Implementation Plan for achieving the goals of the Federal Clean Air Act. Otherwise, the projects in the RTP and/or FTIP must be modified until conformity is attained. If the design concept and scope and the “open-to-traffic” schedule of a proposed transportation project are the same as described in the RTP and FTIP, then the proposed project meets regional conformity requirements for purposes of project-level analysis.

Project-level conformity is achieved by demonstrating that the project comes from a conforming RTP and TIP; the project has a design concept and scope³ that has not changed significantly from those in the RTP and TIP; project analyses have used the latest planning assumptions and EPA-approved emissions models; and in particulate matter areas, the project complies with any control measures in the State Implementation Plan. Furthermore, additional analyses (known as hot-spot analyses) may be required for projects located in carbon monoxide and particulate matter nonattainment or maintenance areas to examine localized air quality impacts.

Affected Environment

An Air Quality Study Report was completed for the project in September 2018. The air study provides a discussion of the proposed project, the physical setting of the project area, and the regulatory framework for air quality. The report provides data on existing air quality and evaluates potential air quality impacts associated with the proposed project.

Climate and topography affect air quality. The most important influence over the weather pattern of the San Joaquin Valley is the semi-permanent subtropical high-pressure cell referred to as the “Pacific High.” During summer, the Pacific High is positioned off the coast of northern California, diverting ocean-driven storms to the north, so summer months are virtually rainless. During winter, the Pacific High moves south, allowing storms to pass through the San Joaquin Valley. Most of the precipitation expected during a given year occurs from December through April.

During summer, the predominant surface winds are out of the northwest. This up-valley wind flow is interrupted in early fall by the emergence of nocturnal, down-valley winds that become progressively more predominant as winter approaches. Wind speeds are generally highest during the spring and lightest in fall and winter. The relatively cool air is warmed on its journey south through the valley. As it reaches the south end of the valley, the average high temperature during the summer is nearly 100 degrees Fahrenheit. Relative humidity during the summer is quite low, causing large daily temperature variations. Low temperatures in the summer can drop to the upper 60s.

In winter, the average high temperatures reach into the mid-50s, and the average low temperatures drop to the mid-30s. The valley is subject to extensive fog in the winter.

³ “Design concept” means the type of facility that is proposed, such as a freeway or arterial highway. “Design scope” refers to those aspects of the project that would clearly affect capacity and thus any regional emissions analysis, such as the number of lanes and the length of the project.

Heavy fog occurs on an average of 20 days per year, with December and January having the most frequent fog.

The land is generally flat around the proposed project location. Because of lower rainfall and warmer temperatures, Tulare County's climate is classified as Mediterranean. The rainy season is October through April.

Tulare County is in attainment status for both the State and Federal Carbon Monoxide Ambient Air Standards, therefore an analysis is not needed.

The project is in an area that is in attainment-maintenance for the federal PM₁₀ standard and in nonattainment for the federal PM_{2.5} standard. It is nonattainment for both PM₁₀ and PM_{2.5} state standards. A conformity analysis for this project as "Not a Project of Air Quality Concern" was conducted and submitted to the San Joaquin Valley Council of Governments' Directors' Association Interagency Consultation Group (IAC) on May 3, 2018. The Interagency Consultation Partners concurred on May 3, 2018 that this is "Not a Project of Air Quality Concern."

Table 2.15 shows the attainment status for state and federal ambient air standards.

Table 2.15 State and Federal Attainment Status

Pollutant	State Attainment Status	Federal Attainment Status
Ozone (O ₃)	Nonattainment	Nonattainment
Respirable Particulate Matter (PM ₁₀)	Nonattainment	Attainment-Maintenance
Fine Particulate Matter (PM _{2.5})	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO ₂)	Non-applicable	Non-applicable
Sulfur Dioxide (SO ₂)	Non-applicable	Non-applicable

Source: U.S. EPA web site, ARB web site <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>

Table 2.16 shows the current federal and state ambient air quality standards.

Table 2.16 Federal and State Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O ₃) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		—		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	—	—	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		—	—	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas) ¹¹	—	
Lead ^{12,13}	30 Day Average	1.5 µg/m ³	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

See footnotes on next page ...

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

Chapter 2 • Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu\text{g}/\text{m}^3$ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
9. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 $\mu\text{g}/\text{m}^3$ to 12.0 $\mu\text{g}/\text{m}^3$. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 $\mu\text{g}/\text{m}^3$, as was the annual secondary standard of 15 $\mu\text{g}/\text{m}^3$. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 $\mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
11. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990

California Air Resources Board (5/4/16)

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

A regional conformity analysis covering the San Joaquin Valley Air Basin for ozone, PM_{2.5}, and PM₁₀ was carried out for this project and all reasonably foreseeable and financially constrained regionally significant projects for at least 20 years from the date that the analysis was started. The analysis used the latest planning assumptions and the most recent emission models and appropriate analysis methods, as determined

by Interagency Consultation on May 3, 2018, and is expected to be federally approved December 31, 2018. Based on this analysis, the region will be in conformity with the State Implementation Plan, including this project, based on conformity test(s) and analysis procedures, as described in 40 Code of Federal Regulations 93.109(l). The design concept and scope of the proposed project is consistent with the project design concept and scope used in the regional conformity analysis. The Traffic Control Measure Timely Implementation evaluation was reviewed, and interagency consultation concurred on May 3, 2018.

The project does not meet the criteria of an exempt project from regional conformity under 40 Code of Federal Regulations 93.126. However, the project does not meet the criteria for a “Project of Air Quality Concern” and does not meet the conformity rule that defines projects requiring a PM_{2.5} or PM₁₀ hot-spot analysis.

The ambient air monitor closest to the project location (as shown in Figure 2-3) is in downtown Visalia at 310 North Church Street, about 5 miles northeast of the project location. This is typically upwind from the project location. The area around the interchange is commercial or farmland, so there are no sensitive receptors nearby. Data from this monitor was not included in this report due to its upwind location.

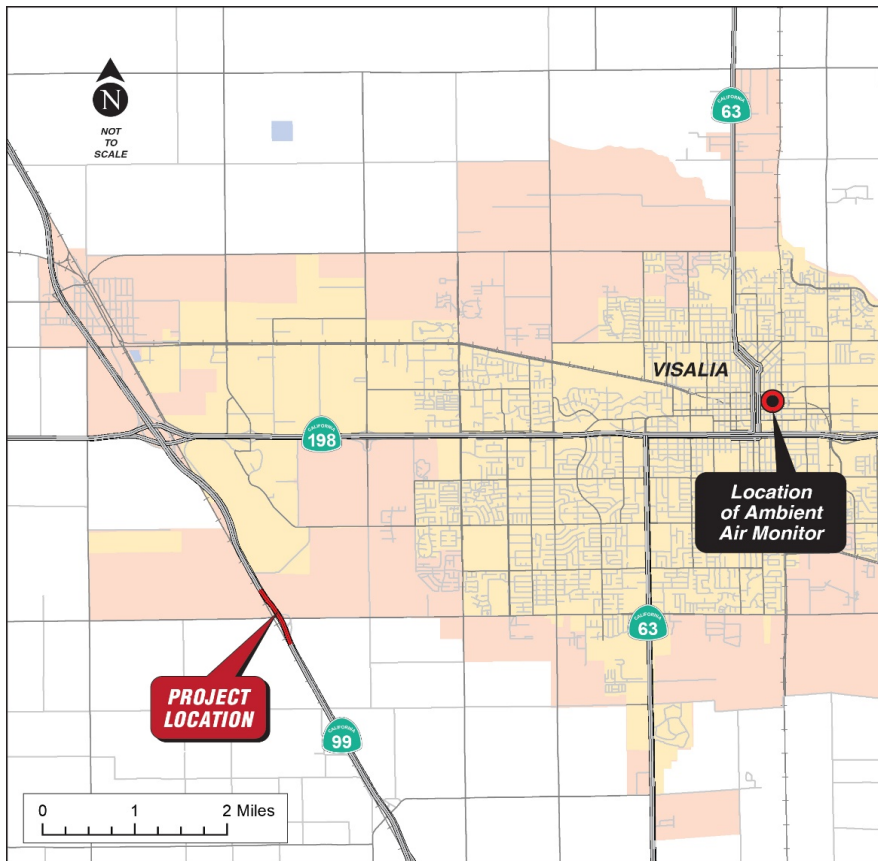


Figure 2-3 Ambient Air Monitor Nearest to Project Location

Particulate Matter (PM_{10} and $PM_{2.5}$)

A conformity analysis for this project as “Not a Project of Air Quality Concern” was conducted and submitted to the San Joaquin Valley Council of Governments’ Directors’ Association Interagency Consultation Group (IAC) on May 3, 2018. The Interagency Consultation Partners concurred on May 3, 2018 that this is “Not a Project of Air Quality Concern.”

Table 2.17 shows the estimated tons/year emissions of the existing 2018 situation and the 2047 horizon year for the project alternatives.

Table 2.17 PM_{10} and $PM_{2.5}$ Operational Emissions Grams per Year

Alternative	$PM_{2.5}$	PM_{10}
Existing/Baseline 2018	143,080	314,630
30-Year Horizon/Design Year (2047)		
Alternative 1A	220,460	547,500
Alternative 1C	220,460	547,500
Alternative 2	228,825	547,865
Alternative 3	221,555	548,595
No-Build Alternative	222,650	549,690

Source: Caltrans Central Region Environmental Engineering Branch, June 2018

The $PM_{2.5}$ and PM_{10} emissions for the no-build/build alternatives (2047) increase when compared to the baseline (2018) emissions. This should be expected as local growth will cause an increase in local traffic over time regardless of whether the project is built or not.

The traffic level of service is worse for the 2047 No-Build Alternative when compared to the build alternatives in 2047. The four build alternatives would help alleviate congestion and improve level of service when compared to the No-Build Alternative (see Tables 2.18-2.23). In addition, improving traffic flow would help decrease particulate matter for the four build alternatives (2047) in comparison to the No-Build Alternative (2047), as seen in the lower particulate matter emissions.

Table 2.18 Level of Service (2018)—Existing

Intersection	Traffic Control	Existing Level of Service	
		A.M. Peak	P.M. Peak
State Route 99 Northbound Ramps/ Paige Avenue	One-Way Stop Control	C	D
State Route 99 Southbound Ramps/ Paige Avenue	One-Way Stop Control	D	C
Paige Avenue/Blackstone Street	All-Way Stop Control	C	C
Paige Avenue/Laspina Street	All-Way Stop Control	D	F

Source: Caltrans Central Region Transportation Planning, October 2018

Table 2.19 Level of Service—Alternative 1A

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Commercial Avenue	Signal	A	A	A	A
State Route 99 southbound ramps/ Commercial Avenue	Signal	A	A	B	A
Commercial Avenue/ Laspina Street	Signal	B	B	B	C
Commercial Avenue/ Blackstone Street	Signal	B	B	C	B
Commercial Avenue/ K Street	Signal	B	B	C	C
State Route 99 northbound ramps/ Paige Avenue	Signal	C	B	C	C
State Route 99 southbound ramps/ Blackstone Street	Signal	B	B	D	B
Paige Avenue/ Blackstone Street	Signal	C	C	D	D
Paige Avenue/ Laspina Street	Signal	C	C	D	D

Source: Caltrans Central Region Transportation Planning, October 2018

Table 2.20 Level of Service—Alternative 1C

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Commercial Avenue	Signal	A	A	A	B
State Route 99 southbound ramps/ Commercial Avenue	Signal	A	A	B	A
Commercial Avenue/ Laspina Street	Signal	B	B	C	C
Commercial Avenue/ Blackstone Street	Signal	B	B	C	B
Commercial Avenue/ K Street	Signal	B	B	C	C
Paige Avenue/ Blackstone Street	Signal	C	C	D	D
Paige Avenue/ Laspina Street	Signal	C	C	D	D

Source: Caltrans Central Region Transportation Planning, October 2018

Table 2.21 Level of Service—Alternative 2

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Industrial Avenue	Signal	A	A	B	B
State Route 99 southbound ramps/ Industrial Avenue	Signal	A	A	B	B
Industrial Avenue/ Laspina Street	Signal	B	B	C	C
Industrial Avenue/ Blackstone Street	Signal	B	B	C	C
Industrial Avenue/ K Street	Signal	B	B	C	C
Paige Avenue/ Blackstone Street	Signal	C	C	D	D
Paige Avenue/ Laspina Street	Signal	C	D	D	D

Source: Caltrans Central Region Transportation Planning, October 2018

Table 2.22 Level of Service—Alternative 3

Intersection	Traffic Control	LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Paige Avenue	Signal	A	A	C	B
State Route 99 southbound ramps/ Paige Avenue	Signal	B	B	C	C
Paige Avenue/ Blackstone Street	Signal	C	C	C	D
Paige Avenue/ Laspina Street	Signal	C	C	C	D

Source: Caltrans Central Region Transportation Planning, October 2018

Table 2.23 Level of Service—No-Build Alternative

Intersection	Traffic Control	Existing		LOS in 2027		LOS in 2047	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
State Route 99 northbound ramps/ Paige Avenue	One-way stop control	C	D	F	F	F	F
State Route 99 southbound ramps/ Blackstone Street	Two-way stop control	D	C	F	F	F	F
Paige Avenue/ Blackstone Street	All-way stop control	C	C	E	F	F	F
Paige Avenue/ Laspina Street	All-way stop control	D	F	F	F	F	F

Source: Caltrans Central Region Transportation Planning, October 2018

Carbon Monoxide (CO)

Tulare County is in attainment status for both the state and federal carbon monoxide ambient air standards, so an analysis is not needed.

Mobile Source Air Toxics (MSAT)

The Tulare 99 Interchange project best falls into the category of low potential mobile source air toxics (MSAT) effects, which requires a qualitative analysis.

There are no sensitive land uses within 500 feet of the proposed project for any build alternative.

For each alternative, the amount of mobile source air toxics emitted would be proportional to the vehicle miles traveled (VMT) = (annual average daily traffic x miles length of project x 365 days) if other variables such as fleet mix are the same for each alternative. The vehicle miles traveled estimated for each of the build alternatives would be slightly higher than that for the No-Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in vehicle miles traveled would lead to higher mobile source air toxics emissions at the improved interchange, along with a corresponding decrease in mobile source air toxics emissions along the parallel routes. The emissions increase is offset somewhat by lower mobile source air toxics emission rates due to increased speeds.

According to the Environmental Protection Agency's (EPA) MOVES2014 model, as well as the EMFAC (Emissions FACTors) model used in California, emissions of all the priority mobile source air toxics decrease as the vehicle speed increases. Because the estimated vehicle miles traveled under each of the alternatives are nearly the same, it is expected there would be no appreciable difference in overall mobile source air toxics emissions among the various alternatives.

Regardless of the alternative chosen, emissions will likely be lower than present levels in the design year because of the EPA’s national control programs that are projected to reduce annual mobile source air toxics emissions by over 90 percent between 2010 and 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, vehicle miles traveled growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for vehicle miles traveled growth) that mobile source air toxics emissions in the study area are likely to be lower in the future in nearly all cases.

Carbon Dioxide (CO₂)

With use of the 2017 Air Resources Board EMFAC (Emissions FACtor) model, the estimated emissions are shown in Table 2.24. The amount of estimated carbon dioxide emissions for horizon year 2047 is greatest for the No-Build Alternative, compared to the build alternatives. Carbon dioxide emissions generally will increase as level of service degrades and vehicle congestion increases.

As discussed above, level of service will be worst for the No-Build Alternative (2047) when compared to the build alternatives (2047) and cause carbon dioxide emissions to increase more rapidly for the No-Build Alternative.

In 2047, the no-build and build carbon dioxide emissions are greater than the estimated emissions for the existing baseline condition. The increase in daily traffic over time will cause the annual tons of carbon dioxide emissions for future no-build/build alternatives to be greater than the existing baseline.

Between 2018 and 2047, the local population and commercial growth will result in the increased annual average daily traffic count shown in Tables 2.24 and 2.25, which will cause carbon dioxide increases over time in the project area. This increase would occur with or without the project. However, if the tons/vehicle miles traveled are calculated, the amount of emissions per mile decreases over the baseline of 2018 for future build alternatives.

Table 2.24 Annual Average Daily Traffic Counts—Existing Conditions

2018	Rankin Road Drive IC (Avenue 200)			Paige Avenue IC			Bardsley Avenue IC		
	Northbound Off-ramp	Mainline	Northbound On-ramp	Northbound Off-ramp	Mainline	Northbound Slip on-ramp from Westbound	Northbound On-ramp	Mainline	Northbound Off-ramp
	800	27,740	720	2,300	26,160	3,300	1,340	28,120	5,230
Existing AADT	Rankin Road Drive IC (Avenue 200)			Paige Avenue IC			Bardsley Avenue IC		
	Southbound On-ramp	Mainline	Southbound Off-ramp	Southbound On-ramp	Mainline	Southbound Off-ramp	Southbound On-ramp	Mainline	Southbound Off-ramp
	1,050	26,510	1,200	4,000	23,710	4,500	2,030	26,180	3,110

Source: Caltrans Central Region Transportation Planning, October 2018

Table 2.25 Forecasted Traffic for Build Alternatives

Traffic Breakdown	Design Periods (within post mile limits 26.3 to 28.1)						
	State Route 99 Mainline	Alternative 1A and 1C (at Commercial)		Alternative 2 (at Industrial)		Alternative 3 (at Paige)	
	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047	10 years 2027-2037	20 years 2027-2047
2027 AADT	68,500	6,700	6,700	7,200	7,200	20,000	20,000
2037 AADT	-	12,000	-	12,900	-	24,000	-
2047 AADT	105,500	-	21,500	-	23,100	-	30,000
2037 DHV	9,600	1,100	-	1,150	-	2,250	-
2047 DHV	-	-	1,950	-	2,100	-	2,750
Peak-Hour Directional Volume Percentage	59%	59%	59%	59%	59%	59%	59%
Truck Design Hourly Volume	12%	12%	12%	12%	12%	12%	12%
Traffic Index	15.5	11	12.5	11	13	12.5	13.5
Design Speed	70 mph	45 mph		45 mph		45 mph	

AADT: Average Annual Daily Traffic

DHV: Design hourly volume

Source: Caltrans Operations Analysis, October 2018

Table 2.26 Carbon Dioxide Operational Tons/Year

Alternative	CO ₂ Emissions
Existing/Baseline 2018	7.15
Alternative 1A	9.39
Alternative 1C	9.49
Alternative 2	9.56
Alternative 3	9.85
No-Build Alternative	10.33

Construction Emissions

During construction, the proposed project will generate air pollutants. The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors. However, most of the pollutants would be windblown dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses.

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the

contract, including those provided in Government Code §11017. The amount of PM₁₀ and NO_x (nitrogen oxide) emissions are likely to exceed the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Rule 9510/Indirect Source Review Rule. The construction contractor selected for this project will be required to comply with this rule and to submit an Air Impact Analysis to the San Joaquin Valley Air Pollution Control District and pay any fees if required.

Tulare County is not among the counties listed as containing serpentine and ultramafic rock (Governor's Office of Planning and Research, October 26, 2000). Therefore, the impact from naturally occurring asbestos (NOA) during project construction would be minimal to none. If structures that may contain asbestos are to be demolished, it is the responsibility of the contractor to comply with the Rules and Regulations of the Air Pollution Control District. A Preliminary Site Investigation (PSI) would be required for these structures prior to demolition or modification.

Construction activities will not last for more than 5 years at one general location, so construction-related emissions do not need to be included in regional and project-level conformity analysis (40 CFR 93.123(c)(5)).

No-Build Alternative

No impacts to air quality are anticipated with the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 10-5 "Dust Control," require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code §11017.

If structures that may contain asbestos are to be demolished/modified, it is the responsibility of the contractor to comply with the Rules and Regulations of the Air Pollution Control District. A Preliminary Site Investigation (PSI) would be required for structures prior to demolition or modification.

No-Build Alternative

Avoidance, minimization and/or mitigation measures are not required for the No-Build Alternative.

Climate Change

Neither the U.S. Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. The Federal Highway Administration emphasizes concepts of resilience and sustainability in highway planning, project development,

design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed in the California Environmental Quality Act (CEQA) chapter of this document. See Chapter 3. The CEQA analysis may be used to inform the National Environmental Policy Act (NEPA) determinations for the project.

2.2.5 Noise

Regulatory Setting

The National Environmental Policy Act of 1969 and the California Environmental Quality Act provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between the National Environmental Policy Act and the California Environmental Quality Act.

California Environmental Quality Act

The California Environmental Quality Act requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under the California Environmental Quality Act, then the act dictates that mitigation measures must be incorporated into the project unless those measures are not feasible. The rest of this section will focus on the National Environmental Policy Act/23 Code of Federal Regulations Part 772 (23 CFR 772) noise analysis; please see Chapter 3 of this document for further information on noise analysis under the California Environmental Quality Act.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with Federal Highway Administration involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. For example, the noise abatement criterion for residences (67 dBA) is lower than the noise abatement criterion for commercial areas (72 dBA).

Table 2.27 lists the noise abatement criteria for use in the National Environmental Policy Act/23 CFR 772 analysis.

Table 2.27 Noise Abatement Criteria

Activity Category	Noise Abatement Criteria, Hourly A-Weighted Noise Level, Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ¹	67 (Exterior)	Residential.
C ¹	67 (Exterior)	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.
F	No NAC—reporting only	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical, etc.), and warehousing.
G	No NAC—reporting only	Undeveloped lands that are not permitted.
¹ Includes undeveloped lands permitted for this activity category.		

Figure 2-4 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise levels discussed in this section with common activities.

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
Quiet Urban Daytime	50	Large Business Office
		Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		Library
Quiet Rural Nighttime	30	Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Figure 2-4 Noise Levels of Common Activities

According to the Caltrans Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects, May 2011, a noise impact occurs when the predicted future noise level with the project substantially exceeds the existing noise level (defined as a 12 dBA or more increase) or when the future noise level with the project approaches or exceeds the noise abatement criteria. Approaching the noise abatement criteria is defined as coming within 1 dBA of the noise abatement criteria.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be

reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Caltrans Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5-dBA reduction for all impacted receptors in the future noise levels must be achieved for an abatement to be considered feasible. Other considerations include topography, access requirements, other noise sources, and safety considerations. Also, a noise reduction of at least 7 dBA must be achieved at one or more benefited receptors for an abatement measure to be considered reasonable. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents' acceptance and the cost per benefited residence.

Affected Environment

A Noise Study Report was completed for the project in March 2018. A Noise Abatement Decision Report was completed in August 2018.

The project area consists of small businesses on the west and east sides of State Route 99. These include the Budget Inn hotel, a mobile home park and a cluster of homes on the east side of State Route 99, just west of Paige Avenue. Businesses and homes sit about 50 to 100 feet from the edge of the shoulder of the highway. Traffic on existing State Route 99 is the main source of noise in the study area. The noise study analyzed noise levels on both sides of State Route 99 within the project limits.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The project is identified as a Type 1 project and will result in a noise impact that requires consideration of noise abatement under Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3.

A noise study field investigation was done on October 17, 2017 during the highest traffic noise hour (10:00 a.m.). Table 2.28 shows results of the noise measurements.

Table 2.28 Short-term Noise Measurement Results

Receiver Number	Location	Land Use	Noise Level Meter Distance from Right-of-Way (feet)	Duration (minutes)	Measurement (Leq, dBA)
R1	2291 S. Tamarack Street	Residential	27	10	67
R2	4450 S. Blackstone Street	Industrial	400	10	57
R3	None available	Agricultural	94	10	67
R4	830 Commercial Avenue	Industrial	500	10	52

Source: Caltrans Noise Study Report, March 2018

The area around the two proposed interchanges (Alternative 1A and Alternative 2) would have no long-term noise impacts that would require noise abatement because the land use for the receivers near the proposed interchanges under these alternatives is mostly industrial (Activity Category F) and there are no noise impact criteria for this activity category per Caltrans Noise Protocol 2011-Table 1.

The noise receptors (receivers) and impacts are described below.

Receiver R1

- Represents a cluster of single-family residences.
- Under Alternative 1A, Alternative 1C and Alternative 2, residences would be located north of the proposed interchanges, on the east side of State Route 99. Future noise levels are predicted to be 67 decibels. This noise level approaches the noise abatement criterion of 67 decibels for residential land use. Noise abatement for this location is required to attenuate for the future noise impacts.
- Under Alternative 3, the proposed interchange would be approximately 30 feet south of the residences. Future noise levels are predicted to be 67 decibels. This noise level approaches the noise abatement criterion of 67 decibels for residential land use. Noise abatement for this location is required to attenuate for the future noise impacts.
- The proposed soundwall (SW1) height at 12 feet for one portion and 14 feet for another is acoustically feasible for Alternative 1A, Alternative 1C and Alternative 2. The soundwall would be approximately 1,500 feet long (see Table 2.29). The wall would benefit 11 first-row residences on the east side of State Route 99 just north of the Paige Avenue overcrossing. See Appendix G for the proposed soundwall locations.
- The proposed soundwall (SW1) height at 12 feet is acoustically feasible for Alternative 3. The soundwall would be approximately 1,004 feet long (see Table 2.29). The wall would benefit 11 first-row residences on the east side of State Route 99 just north of the Paige Avenue overcrossing. See Appendix G for the proposed soundwall locations.
- Proposed soundwall (SW1) meets the design goal of a 7-decibel noise reduction at one or more benefited receptors for Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3.
- The proposed soundwall would impact the existing Tulare Canal under Alternative 3. An additional segment of the open channel would have to be replaced with a box culvert, increasing construction costs.
- The beginning of the wall would be placed where it will meet the sight distance and horizontal clearance standard under Alternative 3. The sound reduction benefit to the 11 first-row residences east of State Route 99 may be reduced because of the shorter length of the soundwall.
- The soundwall construction cost exceeds the reasonable allowance for the benefited receivers. Therefore, the proposed soundwall (SW1) is not

recommended for Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3 (see Table 2.29).

Table 2.29 evaluates feasibility of the sound reduction benefit compared to the cost of building soundwalls for this project.

Table 2.29 Soundwall Evaluation

Barrier	Location of Beginning of Soundwall	Post Mile	Height (feet)	Acoustically Feasible	Number of Benefited Residences	Design Goal Achieved	Total Reasonable Allowance	Estimated Construction Cost	Cost Less than Allowance
Soundwall (SW1) for Alternatives 1A, 1C, 2	Northbound State Route 99 at post mile 27.6	27.65	12	Yes	11	Yes	\$1,012,000	\$2,030,000	No
		27.86	14	Yes	11	Yes	\$1,012,000	\$2,170,000	No
Soundwall (SW1) for Alternative 3	Northbound State Route 99 at post mile 27.6	27.65 to 27.86	12	Yes	11	Yes	\$1,012,000	\$1,360,000	No

Source: Caltrans Noise Abatement Decision Report 2018

Receiver R2

- Represents a truck stop, also includes the Budget Inn Hotel and mobile home park.
- Under Alternative 3, the mobile home park would be on the east side of State Route 99 and south of the interchange. Future noise levels are predicted to be 58 decibels. This level is below the noise abatement criterion of 67 decibels for the land use.
- Noise abatement for this location is not required to attenuate for the future noise impacts.

Receiver R3

- Represents an agricultural field east of State Route 99. Future noise levels are predicted to be 70 decibels.
- Noise abatement is not required for this land use.

Receiver R4

- Represents an industrial facility at 830 Commercial Avenue. Under Alternative 1C, Receiver R4 would be next to the ramp. Future noise levels are predicted to be 53 decibels.
- Noise abatement for this location is not required.

Construction Noise Impacts

Local noise levels near the proposed project would increase during project construction. The amount of the increase would vary with the types and models of equipment used. Noise levels from normal construction activities range from 80 to 95

decibels at 50 feet (see Table 2.30). Noise produced by construction equipment would be reduced over a distance at a rate of 6 decibels per doubling of distance. Construction for the project is expected to take about 580 working days. Nighttime construction is anticipated with the project.

Table 2.30 Construction Equipment Noise

Noise Source	50-Foot Maximum Noise Level (Lmax) dBA2 3	Noise Source	50-Foot Maximum Noise Level (Lmax) dBA2 3
Air Compressor (portable)	89	Front End Loader	90
Air Compressor (stationary)	89	Generator	87
Auger, drilled shaft rig	89	Gradall	85
Backhoe	90	Grader	89
Bar Bender	85	Grinder	82
Chain Saw	88	Impact Wrench	85
Compactor	85	Jack Hammer	88
Concrete Mixer (small trailer)	68	Paver	92
Concrete Mixer Truck	89	Pavement Breaker	85
Concrete Pump Trailer	84	Pneumatic Tool	88
Concrete Vibrator	81	Pump	80
Crane, Derrick	90	Roller	83
Crane, Mobile	85	Sand Blaster	87
Dozer (Bulldozer)	90	Saw, Electric	80
Excavator	92	Scraper	91
Forklift	86	Shovel	90
Water truck	94	Tamper	88
		Tractor	90
		Trucks (Under Load)	95

Source: Caltrans Noise Study Report 2018

Avoidance, Minimization, and/or Noise Abatement Measures

Project construction is estimated to last for 580 days. During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. There will be also be night work during construction. When this type of activity occurs, the project will have special provisions (SSPs) showing the days and time of such activities.

The following are possible control measures that can be implemented to minimize noise disturbances at sensitive areas during construction:

- All equipment will have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler.

- Construction methods or equipment that will provide the lowest level of noise impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used.
- Idling equipment will be turned off.
- Truck loading, unloading, and hauling operations will be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.

The contractor would be required to adhere to the following administrative noise control measures:

- Once details of the construction activities become available, the contractor will work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.
- Good public relations will be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities will be provided. A construction noise monitoring program to track sound levels and limit the impacts will be implemented.
- In case of construction noise complaints by the public, the Resident Engineer will coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or suspended temporarily, if necessary.

It is possible that certain construction activities could cause intermittent localized concern from vibration in the project area. During certain construction phases, processes such as earth moving with bulldozers, the use of vibratory compaction rollers, demolitions, or pavement braking may cause construction-related vibration impacts such as human annoyance or, in some cases, building damages. There are cases where it may be necessary to use this type of equipment close to residential buildings.

The following are procedures that can be used to minimize the potential impacts from construction vibration:

- Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).
- The owner of a building close enough to a construction vibration source that damage to that structure due to vibration is possible would be entitled to a pre-construction building inspection to document the pre-construction condition of that structure.
- Conduct vibration monitoring during vibration-intensive activities.

A combination of the mitigation techniques for equipment vibration control as well as administrative measures, when properly implemented, can be selected to provide the most effective means to minimize the effects of construction activity.

Application of the mitigation measures would reduce the construction impacts; however, temporary increases in vibration would likely occur at some locations.

2.3 Biological Environment

2.3.1 Animal Species

Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The U.S. Fish and Wildlife Service, the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), and the California Department of Fish and Wildlife are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with animals not listed or proposed for listing under the federal or state Endangered Species Act. Species listed or proposed for listing as threatened or endangered are discussed in the Threatened and Endangered Species Section 2.3.2. All other special-status animal species are discussed here, including California Department of Fish and Wildlife fully protected species and species of special concern, and U.S. Fish and Wildlife Service or NOAA Fisheries Service candidate species.

Federal laws and regulations relevant to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations relevant to wildlife include the following:

- California Environmental Quality Act
- Sections 1600–1603 of the California Fish and Game Code
- Sections 4150 and 4152 of the California Fish and Game Code

Affected Environment

A Natural Environment Study, Minimal Impacts was completed for the project on July 3, 2018.

Scattered eucalyptus trees (*Eucalyptus globulus*) stand along the side of the highway in the project area. Oleander bushes (*Nerium oleander*) grow mostly in the median. Mature eucalyptus trees can provide suitable nesting habitat for a variety of bird and raptor species. Multiple surveys were done and, during visits to the project area,

biologists saw Swainson's hawks flying overhead, but no nests were found. Fields next to the project footprint contain low-growing ruderal species that could serve as potential foraging habitat. The Swainson's hawk is discussed under Section 2.3.2, Threatened and Endangered Species.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

The following standard special provisions may be added to ensure that project activities comply with the Migratory Bird Act and do not result in harmful impacts to nesting birds or their nests, eggs, and young. One or more of the following actions may apply and incorporated as Standard Special Provisions: pre-construction surveys, biological monitoring during initial ground-disturbing activities, seasonal restrictions on the removal of suitable nest trees or brush, and the placement of Environmentally Sensitive Area buffers around nests or burrows.

Standard Special Provisions (SSPs) typically used include:

- SSP 14-1.01 Environmental Stewardship, including Environmentally Sensitive Areas (ESAs)
- SSP 14-6.02 Species Protection (buffers, work stoppage areas)
- SSP 14-6.03 Bird Protection (nest protection buffers)

Implementation of any Standard Special Provision would depend on specific project circumstances and/or contractual requirements (such as those listed in various environmental permits), which may or may not be applicable to this project.

No-Build Alternative

No impacts to animal species would occur under the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2, Alternative 3 and the No-Build Alternative

Compensatory mitigation for animal species is not required.

2.3.2 Threatened and Endangered Species

Regulatory Setting

The main federal law protecting threatened and endangered species is the Federal Endangered Species Act: 16 U.S. Code Section 1531, et seq. See also 50 Code of Federal Regulations Part 402. This act and later amendments provide for the conservation of endangered and threatened species and the ecosystems on which they depend. Under Section 7 of this act, federal agencies, such as the Federal Highway Administration (and Caltrans, as assigned), are required to consult with the U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration's

National Marine Fisheries Service (NOAA Fisheries Service) to ensure that they are not undertaking, funding, permitting, or authorizing actions likely to jeopardize the continued existence of listed species or destroy or adversely modify designated critical habitat. Critical habitat is defined as geographic locations critical to the existence of a threatened or endangered species. The outcome of consultation under Section 7 may include a Biological Opinion with an Incidental Take statement or a Letter of Concurrence. Section 3 of Federal Endangered Species Act defines take as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or any attempt at such conduct.”

California has enacted a similar law at the state level, the California Endangered Species Act, California Fish and Game Code Section 2050, et seq. The California Endangered Species Act emphasizes early consultation to avoid potential impacts to rare, endangered, and threatened species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats.

The California Department of Fish and Wildlife is the agency responsible for implementing the California Endangered Species Act. Section 2080 of the California Fish and Game Code prohibits “take” of any species determined to be an endangered species or a threatened species. Take is defined in Section 86 of the California Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” The California Endangered Species Act allows for take incidental to otherwise lawful development projects; for these actions, an Incidental Take Permit is issued by the California Department of Fish and Wildlife.

For species listed under both Federal Endangered Species Act and California Endangered Species Act requiring a Biological Opinion under Section 7 of Federal Endangered Species Act, the California Department of Fish and Wildlife may also authorize impacts to California Endangered Species Act species by issuing a Consistency Determination under Section 2080.1 of the California Fish and Game Code.

Another federal law, the Magnuson-Stevens Fishery Conservation and Management Act of 1976, was established to conserve and manage fishery resources found off the coast, as well as anadromous species and Continental Shelf fishery resources of the United States, by exercising (A) sovereign rights for the purposes of exploring, exploiting, conserving, and managing all fish within the exclusive economic zone established by Presidential Proclamation 5030, dated March 10, 1983, and (B) exclusive fishery management authority beyond the exclusive economic zone over such anadromous species, Continental Shelf fishery resources, and fishery resources in special areas.

Affected Environment

A Natural Environment Study, Minimal Impacts was completed for this project on July 2018.

Swainson's Hawk

The Swainson's hawk (*Buteo swainsoni*) is listed as threatened by the State of California and is protected by the Migratory Bird Treaty Act. The Swainson's hawk is a summer migrant to the Central Valley and winters in South America. These hawks are slender, with long pointed wings and dark flight feathers. They forage in grasslands, agricultural fields, and livestock pastures. Their main food sources are mice, gophers, ground squirrels, rabbits, large insects, reptiles, amphibians, and small birds. These hawks roost and nest in trees. Breeding occurs from late March into late August.

A California Natural Diversity Database query resulted in four occurrences of Swainson's hawk sightings and nests within 2.5 miles of the project location, the most recent occurring in 2011. There are no known nest trees within the action area. Multiple surveys were conducted and, during visits to the project area, biologists saw Swainson's hawks flying overhead, but no nests were found. Fields next to the project footprint contain low-growing ruderal species that could serve as potential foraging habitat.

Tipton Kangaroo Rat

The Tipton kangaroo rat (*Dipodomys nitratoides nitratoides*) is a federal and state endangered species. Tipton kangaroo rats occupy relatively flat arid land on alluvial fan and floodplain soils. Their burrows are commonly found in slightly elevated mounds, road berms, canal embankments, and railroad beds. Burrow systems are usually located in open areas; in areas of dense shrub cover, the burrows are hidden beneath shrubs.

Tipton kangaroo rats eat mainly seeds, but also eat some insects and small amounts of herbaceous vegetation when available.

The adult Tipton kangaroo rat measures 3.9 to 4.3 inches long without its tail and another 5.1 inches with the tail. Adults weigh approximately 1.3 ounces.

San Joaquin Kit Fox

The San Joaquin kit fox (*Vulpes macrotis mutica*) is a federal endangered and state threatened species. The kit fox is the smallest fox in North America, weighing about 5 pounds and measuring about 12 inches tall. These foxes have large ears set close together, a slim body, and a long, bushy tail that is carried low and straight.

The San Joaquin kit fox is active year-round and inhabits grassland, scrubland, oak woodland, alkali sink scrubland, and vernal pool and alkali meadow communities, but is also known to occur in very modified habitats such as oil fields and wind turbines. San Joaquin kit foxes use dens for protection, temperature regulation, and shelter from weather. They may dig their own dens, use dens built by other animals, or use artificial structures (culverts, abandoned pipelines, or banks in sumps).

No coordination with the California Department of Fish and Wildlife has occurred to date. Currently, no state-listed species have been found to occur within the project limits, but there is a potential for the state-listed Swainson's hawk to nest within the project limits. If the Swainson's hawk is found nesting in the project footprint prior to construction, 2081 Incidental Take Permit coordination with the California Department of Fish and Wildlife may be needed.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Swainson's Hawk

The project area contains suitable nest trees for Swainson's hawks, but no nesting Swainson's hawks were seen within the project limits. Tree removal is anticipated, but due to the lack of nests there will be no impact to nesting. Any noise or disturbance from construction would have no greater impact to a Swainson's hawk than the current disturbances from State Route 99 and the various residential and commercial traffic in the area. Therefore, no impacts to Swainson's hawks are anticipated with implementation of the following measures:

- Protocol-level pre-construction surveys according to *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (May 2000) will be completed by qualified biologists during nesting season (February 1 to September 30) prior to groundbreaking activities to ensure no nesting Swainson's hawks will be affected if construction is to occur during the nesting season.
- If nesting Swainson's hawks are observed onsite, then the nest site will be designated an Environmentally Sensitive Area, with a buffer zone of 600 feet until it has been determined by a qualified biologist that the young have fledged out of the nest.
- A qualified biologist will monitor the active nest during construction activities.
- A special provision for migratory birds will be included to ensure that no potential nesting migratory birds are affected during construction activities.
- Removal of any trees within the project area should be done outside of the nesting season; however, if a tree within the project area needs to be removed during the nesting season, a qualified biologist will inspect the tree prior to removal to ensure that no nests are present.

The following Standard Special Provisions may be added to ensure that project activities comply with the Migratory Bird Treaty Act and do not result in harmful impacts to nesting birds or their nests, eggs, and young. One or more of the following actions may apply and be incorporated as Standard Special Provisions: pre-construction surveys, biological monitoring during initial ground-disturbing activities,

seasonal restrictions on the removal of suitable nest trees or brush, and the placement of Environmentally Sensitive Area buffers around nests or burrows.

Standard Special Provisions (SSPs) typically used include the following:

- SSP 14-1.01 Environmental Stewardship, including Environmentally Sensitive Areas (ESAs)
- SSP 14-6.02 Species Protection (buffers, work stoppage areas)
- SSP 14-6.03 Bird Protection (nest protection buffers)

Implementation of any Standard Special Provisions would depend on specific project circumstances and/or contractual requirements (such as those listed in various environmental permits), which may or may not be applicable to this project.

Tipton Kangaroo Rat

During biological surveys, rodent burrows were found in the project area but were isolated to one small portion along the irrigation canal. The burrows were inactive. There was no presence of scrub or woody shrubs that would provide appropriate ground cover for Tipton kangaroo rats, and the only potentially suitable field in the project area is cultivated and sprayed. Based on these survey results and lack of undisturbed habitat, Tipton kangaroo rats are unlikely to occur within the project area.

The project area is surrounded by development, so the potential for Tipton kangaroo rats to move into the project area is low. There is little suitable habitat for the species within the action area, and surveys did not detect active burrows. No direct, indirect, or future impacts on the Tipton kangaroo rat are expected to occur with implementation of the following:

- Prior to the start of construction, a qualified biologist knowledgeable in the biology of the Tipton kangaroo rat and the species' legislative protection will conduct an employee education program for all contractors, their employees, and agency personnel involved in the project. The program will include the following: a description of the natural history of the species and its habitat with the potential to be affected by the proposed project, the general measures that are being implemented to conserve the species as they relate to the proposed project, the penalties for non-compliance, and the boundaries of the work area within which the project must be accomplished. A fact sheet conveying this information would be prepared for distribution to the above-mentioned individuals or others who may enter the project site.

San Joaquin Kit Fox

A survey of the project area found no evidence of the San Joaquin kit fox, denning, or foraging habitat. Only one parcel that could potentially support the San Joaquin kit fox was observed in the project area, but the site was walked and no dens were found. No small mammals were observed, nor were any active burrows, so a suitable prey base does not occur in the area, making the project area extremely poor foraging

habitat. Any kit foxes would have to cross several large agricultural fields to reach the project area; this would make their presence unlikely. Based on these observations, San Joaquin kit foxes are unlikely to occur in the project area.

Because San Joaquin kit foxes are not expected to occur within the project area, they would not be impacted. No direct, indirect, or future impacts on San Joaquin kit foxes are anticipated with implementation of the following:

- Prior to any ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors' employees will attend an employee education program by a Caltrans or other approved biologist. The program will consist of a brief presentation on San Joaquin kit fox biology, legislative protection, and measures to avoid impacts to the species during project implementation.
- Pre-construction/pre-activity surveys would be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox.

Table 2.31 summarizes the Endangered Species Act determinations for the species included in the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife special-status species queries performed for the project. Of these, none were found to have a high potential to occur onsite or be impacted by the project.

Table 2.31 Summary of Endangered Species Act Determinations

Species	Status ⁽¹⁾	Possible in Which Habitat Type	Species Impacts Expected After AMMs ⁽²⁾ ?	FESA Determination
California red-legged frog	FT	Ponds, perennial pools, slow-moving streams, and adjacent riparian areas. Can be found in livestock watering impoundments.	No, no breeding habitat onsite and existing basins cannot support species.	<i>No effect.</i>
California tiger salamander	FT	Partly shaded, shallow streams and riffles with a rocky substrate.	No, no habitat features exist within or near the project area. No ponds, perennial pools or slow-moving streams occur.	<i>No effect.</i>
Delta smelt	FT	Spawns in freshwater but lives in the mixing zone of fresh and saline water in the Sacramento and San Joaquin estuaries of the San Francisco Bay.	No, project area is outside of this species' range.	<i>No effect.</i>
Vernal pool fairy shrimp	FT	Vernal pool complexes apart of undulating landscapes, where soil mounds are interspersed with basins, swales, and drainages.	No, no vernal pools onsite.	<i>No effect.</i>
San Joaquin kit fox	FE	Alkali sink, valley grassland, and open woodlands, in valleys and adjacent gentle foothills with suitable prey base.	No, denning habitat is marginal at best and dens and prey base do not occur.	<i>No effect.</i>
Tipton kangaroo rat	FE	Arid-land communities on alluvial fan and floodplain soils having level or nearly level topography along the valley floor of the Tulare Basin.	No, no active burrows were found onsite and no species occurrences exist near project location.	<i>No effect.</i>
Blunt-nosed leopard lizard	FE	Semiarid grasslands, alkali flats, low foothills, canyon floors, large washes, and arroyos, usually on sandy, gravelly, or loamy substrate, sometimes on hardpan.	No, no burrowing habitat onsite.	<i>No effect.</i>
Giant garter snake	FT	Agricultural wetlands and other waterways such as irrigation and drainage canals, sloughs, ponds, small lakes and low-gradient streams.	No, action area is outside current range	<i>No effect.</i>
San Joaquin adobe sunburst	FT	Cismontane woodland, valley and foothill grasslands	No, ruderal and agriculture lands dominate the landscape, so the original habitat is not supported	<i>No effect.</i>

(1) Species Status Key: FE = Federal Endangered; FT = Federal Threatened

(2) AMMs = Avoidance and Minimization Measures

No-Build Alternative

No threatened or endangered species would be affected by the No-Build Alternative.

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3

Compensatory mitigation is not required under Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3.

No-Build Alternative

Compensatory mitigation is not required under the No-Build Alternative.

2.3.3 Invasive Species

Regulatory Setting

On February 3, 1999, President William J. Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.” Federal Highway Administration guidance issued August 10, 1999 directs the use of the State’s invasive species list, maintained by the California Invasive Species Council to define the invasive species that must be considered as part of the National Environmental Policy Act analysis for a proposed project.

Affected Environment

A Natural Environment Study, Minimal Impacts was completed for this project in July 2018.

The project area consists of areas of unpaved highway shoulders, highway medians, and weedy areas around and between agricultural fields and other structures.

Environmental Consequences

Alternative 1A, Alternative 1C, Alternative 2, Alternative 3 and the No-Build Alternative

Two invasive plant species were found in the project footprint at various points along the State Route 99 and Paige Avenue intersection: tumbleweed (*Salsola tragus*) and ripgut brome (*Bromus diandrus*).

Avoidance, Minimization, and/or Mitigation Measures

Alternative 1A, Alternative 1C, Alternative 2, and Alternative 3

Caltrans has issued policy guidelines, which provide a framework for addressing roadside vegetation management issues for construction activities and maintenance programs. These measures may include the inspection and cleaning of project equipment, commitments to ensure the use of native or invasive-free mulches, topsoils and seed mixes, as well as eradication strategies for the removal and proper disposal of existing populations, or those that could occur in the future.

No-Build Alternative

Avoidance, minimization and/or mitigation measures are not required under the No-Build Alternative.

2.4 Cumulative Impacts

Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of the proposed project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under California Environmental Quality Act can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts under the National Environmental Policy Act can be found in 40 Code of Federal Regulations Section 1508.7.

Affected Environment

Two nearby Caltrans projects are in the planning stages:

- A proposed lane addition project on State Route 99 between Avenue 200 and Prosperity Avenue—The project proposes to widen State Route 99 from four lanes to six lanes, and right-of-way acquisition will be required.
- A proposed pavement project from Paige Avenue overcrossing to Prosperity Avenue—Work also includes rumble strip installation, shoulder backing, and guardrail upgrade. All proposed work would be within Caltrans' right-of-way.

Two Caltrans projects will be in the construction stages:

- A worker safety improvement project on State Route 99 from post miles 28.2 to 31.0—Work includes providing maintenance access gates, paths and pullouts for roadside maintenance and applying inert material cover in landscape areas adjacent to traffic for worker safety. All work to occur within the Caltrans right-of-way.
- A signal installation project on State Route 137 at the State Route 99 southbound on- and off-ramp intersection and the State Route 99 northbound on- and off-ramp

intersection—Work also includes realigning the State Route 99 northbound on- and off-ramp, creating a three-way intersection and closing a local street. Additional right-of-way will be needed for the northbound ramps.

Environmental Consequences

Land Use: The proposed lane addition project would convert residential, agricultural, commercial and industrial uses to transportation uses. Caltrans projects consider the land use goals and transportation needs identified in the Tulare County Regional Transportation Plan and Tulare County General Plan. Cumulative impacts to land use conversion are recognized, planned and anticipated for the area. Cumulative impacts would be considered negligible.

Farmland: The proposed lane addition project would convert agricultural land to non-agricultural use. Cumulative impacts to agricultural land conversion are recognized, planned and anticipated for the area. Cumulative impacts would be considered negligible.

Visual Resources: The inherent size and engineered appearance of the enlarged highway facility would cause a permanent change to the visual setting. The character of the highway corridor would appear more urbanized as the highway facilities become larger in scale, introduce several concrete structures, and add more pavement and roadway accessories into the view.

Water Quality: The proposed lane addition project would add more impervious surface. Caltrans projects are designed to minimize increases in storm water discharge rates by installing appropriate treatment Best Management Practices to encourage storage and infiltration of storm water within the right-of-way. Cumulative impacts to water quality from these projects are considered negligible.

Biological Resources: Potential San Joaquin kit fox and Swainson's hawk habitat occur in the area.

The worker safety improvement project and proposed pavement project are within the Caltrans right-of-way and would not contribute to cumulative impacts.

Avoidance, Minimization, and/or Mitigation Measures

Land Use and Farmland: Caltrans considers measures to convert fewer acres of farmland. Remnant parcels of farmland would be avoided as much as possible by acquiring right-of-way in slivers (linear strips) of property next to the existing parcels. When possible, Caltrans would allow farmland to be kept in production (after purchase) until needed for construction.

The Caltrans Relocation Advisory Assistance Program helps locate suitable replacement property, and the Relocation Payment Program reimburses for certain costs involved in relocating. Types of payments include moving and related expenses (personal property not being acquired for the highway project), reestablishment

expenses (expenses related to replacement property), and in-lieu payment (a fixed payment in-lieu of moving and related expenses).

Biological Resources: Pre-construction surveys, onsite biological monitoring, and establishing environmentally sensitive areas within the proposed project limits would be implemented. If mitigation is required, onsite mitigation or if possible mitigation accomplished through a mitigation bank would be implemented.

Chapter 3 **CEQA Evaluation**

3.1 Determining Significance under CEQA

The proposed project is a joint project by Caltrans and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Federal Highway Administration's responsibility for 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 U.S. Code Section 327 (23 USC 327) and the Memorandum of Understanding dated December 23, 2016 and executed by the Federal Highway Administration and Caltrans. Caltrans is the lead agency under both the California Environmental Quality Act and the National Environmental Policy Act.

One of the main differences between the National Environmental Policy Act and the California Environmental Quality Act is the way significance is determined. Under the National Environmental Policy Act, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. The National Environmental Policy Act requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under the California Environmental Quality Act may not be of sufficient magnitude to be determined significant under the National Environmental Policy Act. Under the National Environmental Policy Act, once a decision is made regarding the need for an Environmental Impact Statement, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. The National Environmental Policy Act does not require that a determination of significant impacts be stated in the environmental documents.

The California Environmental Quality Act, on the other hand, does require Caltrans to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an Environmental Impact Report must be prepared. Every significant effect on the environment must be disclosed in the Environmental Impact Report and mitigated if feasible. In addition, the CEQA Guidelines list a number of "mandatory findings of significance," which also require the preparation of an Environmental Impact Report. There are no types of actions under the National Environmental Policy Act that parallel the findings of mandatory significance of the California Environmental Quality Act. This chapter discusses the effects of this project and California Environmental Quality Act significance.

3.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed 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 California Environmental Quality Act, not National Environmental Policy Act, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects such as Best Management Practices (BMPs) and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the project and have been considered prior to any significance determinations documented below; see Chapters 1 and 2 for a detailed discussion of these features. The annotations to this checklist are summaries of information contained in Chapter 2 in order to provide you with the rationale for significance determinations; for a more detailed discussion of the nature and extent of impacts, please see Chapter 2. This checklist incorporates by reference the information contained in Chapters 1 and 2.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Aesthetics**a) No impact**

There are no scenic vistas in the proposed project area. (*Caltrans Visual Impact Assessment Minor Level, October 2018*)

b) No impact

There are no scenic resources in the proposed project area. (*Caltrans Visual Impact Assessment Minor Level, October 2018*)

c) Less than significant impact

The project will include replacement planting and irrigation to replace eucalyptus trees and oleander shrubs that are being removed from the roadsides and median for all four build alternatives. The replacement planting will be placed at the new interchange area. As the new trees and oleander shrubs grow and mature, they will eventually provide visual relief and add color and texture to the roadsides. (*Caltrans Visual Impact Assessment Minor Level, October 2018*)

d) No impact

No impacts from light or glare would affect daytime or nighttime views in the area. Lighting would be replaced or added as required by Caltrans standard plans for safety. The project would have no impact on the creation of a new source of light or glare. (*Caltrans Visual Impact Assessment Minor Level, October 2018*)

AGRICULTURE AND FOREST RESOURCES

<p>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.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Agriculture and Forest Resources

a) Less than significant impact

No Unique Farmland or Farmland of Statewide Importance would be converted for the project; however, 1.2 acres of Prime Farmland would be acquired for the project. (*Farmland Impact Rating Form in Appendix D*)

b) No impact

The project would not conflict with existing zoning for agricultural use or a Williamson Act contract. (*Farmland Impact Rating Form in Appendix D*)

c) No impact

No forest land exists within the proposed project area.

d) No impact

No forest land exists within the proposed project area.

e) Less than significant impact

No Unique Farmland or Farmland of Statewide Importance would be converted for the project; however, 1.2 acres of Prime Farmland would be acquired for the project. (*Farmland Impact Rating Form in Appendix D*)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Air Quality**a) No impact**

The project would not conflict with or obstruct implementation of the applicable air quality plan. The project is included in the Tulare County Association of Governments (TCAG) Regional Transportation Plan and the Federal Transportation Improvement Program. (*Caltrans Air Quality Study Report 2018*)

b) No impact

The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Interagency consultation occurred on May 3, 2018. The interagency partners concurred that the project is “Not a Project of Air Quality Concern.” (*Caltrans Air Quality Study Report 2018*)

c) No impact

The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). The region is in nonattainment under the state ambient air quality standards for PM₁₀ and PM_{2.5}. A conformity

analysis for this project as “Not a Project of Air Quality Concern” was conducted and submitted to the San Joaquin Valley Council of Governments’ Directors’ Association Interagency Consultation Group (IAC) on May 3, 2018. The Interagency Consultation Partners concurred on May 3, 2018 that this is “Not a Project of Air Quality Concern.” (*Caltrans Air Quality Study Report 2018*)

d) No impact

The project would not expose sensitive receptors to substantial pollutant concentrations.

e) No impact

The project would not create objectionable odors affecting a substantial number of people.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Biological Resources***a) Less than significant impact***

The project would have a less than significant impact on candidate, sensitive or special-status species with implementation of Standard Special Provisions to the construction contract. (*Natural Environment Study, Minimal Impacts, July 2018*)

b) No impact

No riparian habitat or other sensitive natural communities exist within the proposed project area. (*Natural Environment Study, Minimal Impacts, July 2018*)

c) No impact

No federally protected wetlands lie within the proposed project area. (*Natural Environment Study, Minimal Impacts, July 2018*)

d) No impact

The project would not affect any migratory wildlife corridors or the movement of any native resident or migratory fish or wildlife species. The project would not impede the use of native wildlife nursery sites. Migratory fish are not located within the project limits. (*Natural Environment Study, Minimal Impacts, July 2018*)

e) No impact

The project would not conflict with any local policies or ordinances protecting biological resources. (*Natural Environment Study, Minimal Impacts, July 2018*)

f) No impact

The project would 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. (*Natural Environment Study, Minimal Impacts, July 2018*)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Cultural Resources**a) No impact**

The project would not affect historic resources because there are no historic resources identified within the project area. (*Caltrans Historic Property Survey Report, June 2018*)

b) No impact

The project would not affect archaeological resources because there are no archaeological resources identified within the project area. (*Caltrans Historic Property Survey Report, June 2018*)

c) Less than significant impact

Excavation for basins and other soil disturbance activities during construction may potentially result in impacts to high sensitivity paleontological resources if Pleistocene sediments are encountered either at the surface or at depth during excavation. The following measures are recommended to minimize impacts to paleontological resources: have paleontology monitors onsite during excavation; hold a pre-construction meeting to describe monitoring activities and provide Worker Awareness training. (*Paleontology Evaluation Report and Preliminary Paleontological Mitigation Plan, January 2018*)

d) No impact

The project would not disturb human remains or dedicated cemeteries because there are no dedicated cemeteries identified within the project area.

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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Geology and Soils**a) No impact**

The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or based on other substantial evidence of a known fault, strong ground shaking, liquefaction, or landslides.

b) No impact

The project would not result in substantial soil erosion or topsoil loss. Caltrans incorporates erosion control plans for projects prior to construction.

c) No impact

The project is located on flat land.

d) No impact

The project is not located on expansive soils.

e) No impact

There are no septic or wastewater disposal systems associated with this project.

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 greenhouse gas 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?				

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Hazards and Hazardous Materials**a) Less than significant impact**

The project would create a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Any hazardous materials found at the project site would be disposed of at an

approved disposal facility or handled onsite as directed by the contract special provisions. (*Caltrans Initial Site Assessment, June 2018*)

b) No impact

The project would 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. (*Caltrans Initial Site Assessment, June 2018*)

c) No impact

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (*Caltrans Initial Site Assessment, June 2018*)

d) Less than significant impact with mitigation incorporated

The project has three sites—Roche Oil Bulk Plant, Mobil/Pacific Pride Gas Station, and Paige Avenue Truck Stop—found on a hazardous materials sites list (compiled under Government Code Section 65962.5) that could be impacted by the build alternatives. Preliminary Site Investigations would be required for any property to be purchased for the project to determine if any contamination has occurred prior to the purchase. Tank removal, pipe removal and associated cleanup costs are generally the responsibility of the tank owner(s). However, pending the Preliminary Site Investigation results, contaminated soil from the site would be disposed of at an approved facility, creating a less than significant hazard to the public or the environment with mitigation incorporated. (*Caltrans Initial Site Assessment, June 2018*)

e) No impact

The project lies near Mefford Field Airport. The project would not result in a safety hazard for people residing or working in the project area because a build alternative that would have impacted the airport was dropped from further study and eliminated from consideration. (*Caltrans Initial Site Assessment, June 2018*)

f) No impact

The project is not located within the vicinity of a private airstrip.

g) No impact

The project would not interfere with an adopted emergency response plan or emergency evacuation plan.

h) No impact

The project would 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. No wildlands are found within the project area.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Hydrology and Water Quality

a) No impact

The project would not violate any water quality standards or waste discharge requirements. (*Caltrans Water Quality Assessment, June 2018*)

b) No impact

The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge creating a net deficit in aquifer volume or a lowering of the local groundwater table level. (*Caltrans Water Quality Assessment, June 2018*)

c) No impact

The project would not substantially alter the existing drainage pattern of the site or area to result in substantial erosion or siltation. No rivers are in the project area. (*Caltrans Water Quality Assessment, March 2018*)

d) No impact

The project would not alter the existing drainage pattern of the site or area, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding. No rivers are in the project area.

e) No impact

The project would not create or contribute runoff water that would exceed the capacity of the existing or planned storm water drainage. (*Caltrans Water Quality Assessment, March 2018*)

f) No impact

The project would not degrade water quality. (*Caltrans Water Quality Assessment, March 2018*)

g) No impact

The project work does not include construction of houses.

h) No impact

The project work does not include construction or placement of structures.

i) No impact

The project would 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. (*Caltrans Technical Information for Location Hydraulic Study, August 2018*)

j) No Impact

The project would 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Land Use and Planning

a) No impact

The project would not divide an established community. (*Caltrans Community Impact Assessment, August 2018*)

b) No impact

The project would 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. (*Caltrans Community Impact Assessment, August 2018*)

c) No impact

The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. (*Natural Environment Study, Minimal Impacts, July 2018*)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Mineral Resources***a) No impact***

The project would not result in the loss of a known mineral resource that would be of value to the region and the residents of the state.

b) No impact

The project would not result in the loss of availability of a locally important mineral resource recovery site noted in a local general plan, specific plan or other land use plan.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Noise

a) No impact

The project would not expose people to noise levels in excess of standards established in a local general plan, noise ordinance, or applicable standards of other agencies. *(Caltrans Noise Study Report, March 2018)*

b) Less than significant impact

Equipment noise control measures would be implemented to avoid or minimize potential groundborne vibration or noise levels. Any increase in vibration and noise would be temporary during construction. *(Caltrans Noise Study Report, March 2018)*

c) Less than significant impact

The proposed soundwall (SW1) meets the design goal of a 7-decibel noise reduction at one or more benefited receptors for Alternative 1A, Alternative 1C, Alternative 2

and Alternative 3, but the soundwall construction cost exceeds the reasonable allowance for the benefited receivers. Therefore, the proposed soundwall is not recommended for Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3. (*Caltrans Noise Study Report, March 2018*).

d) Less than significant impact

A temporary or periodic increase in ambient noise levels in the project vicinity above existing levels may occur during construction; control measures during construction would be implemented to minimize noise disturbances. (*Caltrans Noise Study Report, March 2018*)

e) No impact

The project is not located on airport land.

f) No impact

The project is not within the vicinity of a private airstrip.

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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Population and Housing

a) No impact

The project would not physically divide an established community. (*Caltrans Community Impact Assessment, August 2018*)

b) No impact

The project would not conflict with any applicable land use plan, policy, or regulation of any 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. (*Caltrans Community Impact Assessment, August 2018*)

c) No impact

The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. (*Caltrans Community Impact Assessment, August 2018*)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Public Services**a) No impact**

The project would not interfere with new or physically altered governmental facilities or require a 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 fire protection, police protection, schools, parks and other facilities. (*Caltrans Community Impact Assessment, August 2018*)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Recreation

a) No impact

The project would not increase the use of existing neighborhood/regional parks or other recreational facilities to cause substantial physical deterioration of the facility. *(Caltrans Community Impact Assessment, August 2018)*

b) No impact

No recreational facilities occur within the proposed project area. The project does not require the construction or expansion of recreational facilities that would have an adverse physical effect on the environment. *(Caltrans Community Impact Assessment, August 2018)*

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Transportation/Traffic**a) No impact**

The project would not conflict with an applicable plan, ordinance or policy that measures transportation circulation system performance (mass transit, non-motorized travel) and circulation system components (intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit). (*Caltrans Community Impact Assessment, August 2018*)

b) No impact

The project would not conflict with a traffic congestion management program (level of service standards and travel demand measures) or other county agency standards for designated roads or highways. (*Caltrans Community Impact Assessment, August 2018*)

c) No impact

The project would not result in air traffic pattern changes.

d) No impact

The project would not increase hazards due to a design feature or incompatible uses. (*Caltrans Community Impact Assessment, August 2018*)

e) No impact

Emergency access would not be affected. (*Caltrans Community Impact Assessment, August 2018*)

f) No impact

The project would not conflict with policies, plans or programs regarding public transit, bicycle, or pedestrian facilities. (*Caltrans Community Impact Assessment, August 2018*)

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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Tribal Cultural Resources**a) No impact**

No resources in the proposed project area are 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). (*Caltrans Historic Property Survey Report, June 2018*)

b) No impact

There are no resources in the proposed project area that are significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, significance of a resource to a California Native American tribe. (*Caltrans Historic Property Survey Report, June 2018*)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

CEQA Significance Determinations for Utilities and Service Systems

a) No impact

The project will not generate any wastewater. (*Caltrans Water Quality Assessment, March 2018*)

b) No impact

The project would 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.

c) No impact

The project would not 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. (*Caltrans Water Quality Assessment, March 2018*)

d) No impact

The project would not change the availability of sufficient water supplies to serve the project from existing entitlements and resources; no new or expanded entitlements are needed.

e) No impact

The project would not change the determination by the wastewater treatment provider that 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) No impact

The project would not generate solid waste.

g) No impact

The project would not generate 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Significance Determinations for Mandatory Findings of Significance

a) No impact

The project does 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. (*Natural Environment Study, Minimal Impacts, July 2018 and Caltrans Historic Property Survey Report, June 2018*)

b) Less than significant impact

The project has less than significant cumulative considerable impacts.

c) Less than significant impact

The project would not cause substantial adverse effects on human beings, either directly or indirectly.

3.3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels.

While climate change has been a concern for several decades, the establishment of the Intergovernmental Panel on Climate Change (IPCC) by the United Nations and World Meteorological Organization in 1988 has led to increased efforts devoted to greenhouse gas emissions reduction and climate change research and policy. These efforts are concerned mostly with the emissions of greenhouse gases generated by human activity, including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), fluoroform (HFC-23), 1, 1, 1, 2-tetrafluoroethane (HFC-134a), and difluoroethane (HFC-152a).

In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation.⁴ In the U.S., the main source of greenhouse gas emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light-duty trucks, other trucks, buses, and motorcycles) are the largest contributors of greenhouse gas emissions.⁵ The dominant greenhouse gas emitted is CO₂, mostly from fossil fuel combustion.

Two terms are typically used when discussing how we address the impacts of climate change: “greenhouse gas mitigation” and “adaptation.” “Greenhouse gas mitigation” covers the activities and policies aimed at reducing greenhouse gas emissions to reduce or “mitigate” the impacts of climate change. “Adaptation,” on the other hand, is concerned with planning for and responding to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels).

Regulatory Setting

This section outlines federal and state efforts to comprehensively reduce greenhouse gas emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source greenhouse gas reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and greenhouse gas emissions reduction at the project level.

⁴ <https://www.epa.gov/ghgemissions/us-greenhouse-gas-inventory-report-1990-2014>

⁵ <https://www.arb.ca.gov/cc/inventory/data/data.htm>

The National Environmental Policy Act (42 U.S. Code Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration recognizes the threats that extreme weather, sea-level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. The Federal Highway Administration therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices.⁶ This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability.”⁷ Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life. Addressing these factors up front in the planning process will assist in decision-making and improve efficiency at the program level and will inform the analysis and stewardship needs of project-level decision-making.

Various efforts have been made at the federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

The Energy Policy Act of 1992 (EPACT92, 102nd Congress H.R.776.ENR): With this act, Congress set goals, created mandates, and amended utility laws to increase clean energy use and improve overall energy efficiency in the United States. EPACT92 consists of 27 titles detailing various measures designed to lessen the nation’s dependence on imported energy, provide incentives for clean and renewable energy, and promote energy conservation in buildings. Title III of EPACT92 addresses alternative fuels. It gave the U.S. Department of Energy administrative power to regulate the minimum number of light-duty alternative fuel vehicles required in certain federal fleets beginning in fiscal year 1993. The main goal of the program is to cut petroleum use in the United States by 2.5 billion gallons per year by 2020.

Energy Policy Act of 2005 (109th Congress H.R.6 (2005–2006): This act sets forth an energy research and development program covering: (1) energy efficiency; (2) renewable energy; (3) oil and gas; (4) coal; (5) Indian energy; (6) nuclear matters and security; (7) vehicles and motor fuels, including ethanol; (8) hydrogen; (9) electricity; (10) energy tax incentives; (11) hydropower and geothermal energy; and (12) climate change technology.

Energy Policy and Conservation Act of 1975 (42 USC Section 6201) and Corporate Average Fuel Standards: This act establishes fuel economy standards for on-road motor vehicles sold in the United States. Compliance with federal fuel economy

⁶ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

⁷ <https://www.sustainablehighways.dot.gov/overview.aspx>

standards is determined through the Corporate Average Fuel Economy (CAFE) program on the basis of each manufacturer's average fuel economy for the portion of its vehicles produced for sale in the United States.

The U.S. EPA's authority to regulate greenhouse gas emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that greenhouse gases meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the court's ruling, the U.S. EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six greenhouse gases constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing act and EPA's assessment of the scientific evidence that form the basis for EPA's regulatory actions.

The U.S. EPA in conjunction with the National Highway Traffic Safety Administration (NHTSA) issued the first of a series of greenhouse gas emission standards for new cars and light-duty vehicles in April 2010⁸ and significantly increased the fuel economy of all new passenger cars and light trucks sold in the United States. The standards required these vehicles to meet an average fuel economy of 34.1 miles per gallon by 2016. In August 2012, the federal government adopted the second rule that increases fuel economy for the fleet of passenger cars, light-duty trucks, and medium-duty passenger vehicles for model years 2017 and beyond to average fuel economy of 54.5 miles per gallon by 2025. Because the National Highway Traffic Safety Administration cannot set standards beyond model year 2021 due to statutory obligations and the rules' long timeframe, a mid-term evaluation is included in the rule. The Mid-Term Evaluation is the overarching process by which the National Highway Traffic Safety Administration, EPA, and Air Resources Board will decide on the Corporate Average Fuel Economy (CAFE) and greenhouse gas emissions standard stringency for model years 2022–2025. The National Highway Traffic Safety Administration has not formally adopted standards for model years 2022 through 2025. However, the EPA finalized its mid-term review in January 2017, affirming that the target fleet average of at least 54.5 miles per gallon by 2025 was appropriate. In March 2017, President Donald Trump ordered the EPA to reopen the review and reconsider the mileage target.⁹

The National Highway Traffic Safety Administration and EPA issued a Final Rule for "Phase 2" for medium- and heavy-duty vehicles to improve fuel efficiency and cut carbon pollution in October 2016. The agencies estimate that the standards will save up to 2 billion barrels of oil and reduce CO₂ emissions by up to 1.1 billion metric tons over the lifetimes of model year 2018–2027 vehicles.

⁸ <http://www.c2es.org/federal/executive/epa/greenhouse-gas-regulation-faq>

State

With the passage of legislation including State Senate and Assembly bills and executive orders, California has been innovative and proactive in addressing greenhouse gas emissions and climate change.

Assembly Bill 1493, Pavley Vehicular Emissions: Greenhouse Gases, 2002: This bill requires the California Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year.

Executive Order S-3-05 (June 1, 2005): The goal of this order is to reduce California's greenhouse gas emissions to: (1) year 2000 levels by 2010, (2) year 1990 levels by 2020, and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill 32 in 2006 and SB 32 in 2016.

Assembly Bill 32 (AB 32), Chapter 488, 2006: Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 greenhouse gas emissions reduction goals as outlined in Executive Order S-3-05, while further mandating that the Air Resources Board create a scoping plan and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." The Legislature also intended that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020 (Health and Safety Code Section 38551(b)). The law requires the Air Resources Board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas reductions.

Executive Order S-01-07 (January 18, 2007): This order set forth the low carbon fuel standard (LCFS) for California. Under this order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by the year 2020. The Air Resources Board re-adopted the LCFS regulation in September 2015, and the changes went into effect on January 1, 2016. The program establishes a strong framework to promote the low-carbon fuel adoption necessary to achieve the Governor's 2030 and 2050 greenhouse gas reduction goals.

Senate Bill 97 (SB 97), Chapter 185, 2007, Greenhouse Gas Emissions: This bill requires the Governor's Office of Planning and Research (OPR) to develop recommended amendments to the California Environmental Quality Act (CEQA) Guidelines for addressing greenhouse gas emissions. The amendments became effective on March 18, 2010.

Senate Bill 375 (SB 375), Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires Air Resources Board to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land use, and housing policies to plan how it will achieve the emissions target for its region.

Senate Bill 391 (SB 391), Chapter 585, 2009, California Transportation Plan: This bill requires the State's long-range transportation plan to meet California's climate change goals under AB 32.

Executive Order B-16-12 (March 2012): This order required state entities under the direction of the governor, including the Air Resources Board, the California Energy Commission, and the Public Utilities Commission, to support the rapid commercialization of zero-emission vehicles. It directs these entities to achieve various benchmarks related to zero-emission vehicles.

Executive Order B-30-15 (April 2015): This order established an interim statewide greenhouse gas emission reduction target of 40 percent below 1990 levels by 2030 in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of greenhouse gas emissions to implement measures, pursuant to statutory authority, to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 greenhouse gas emissions reductions targets. It also directs the Air Resources Board to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO₂e). Finally, it requires the Natural Resources Agency to update the state's climate adaptation strategy, Safeguarding California, every 3 years, and to ensure that its provisions are fully implemented.

Senate Bill 32, (SB 32) Chapter 249, 2016: This bill codifies the greenhouse gas reduction targets established in Executive Order B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.

Environmental Setting

In 2006, the Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce greenhouse gas emissions in California. AB 32 required the Air Resources Board to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing greenhouse gas emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Air Resources Board in 2008 and must be updated every 5 years. The second updated plan, California's 2017 Climate Change Scoping Plan, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32.

The AB 32 Scoping Plan and the subsequent updates contain the main strategies California will use to reduce greenhouse gas emissions. As part of its supporting documentation for the updated Scoping Plan, the Air Resources Board released the greenhouse gas inventory for California.¹⁰ The Air Resources Board is responsible for maintaining and updating California's Greenhouse Gas Inventory per H&SC Section 39607.4. The associated forecast/projection is an estimate of the emissions anticipated

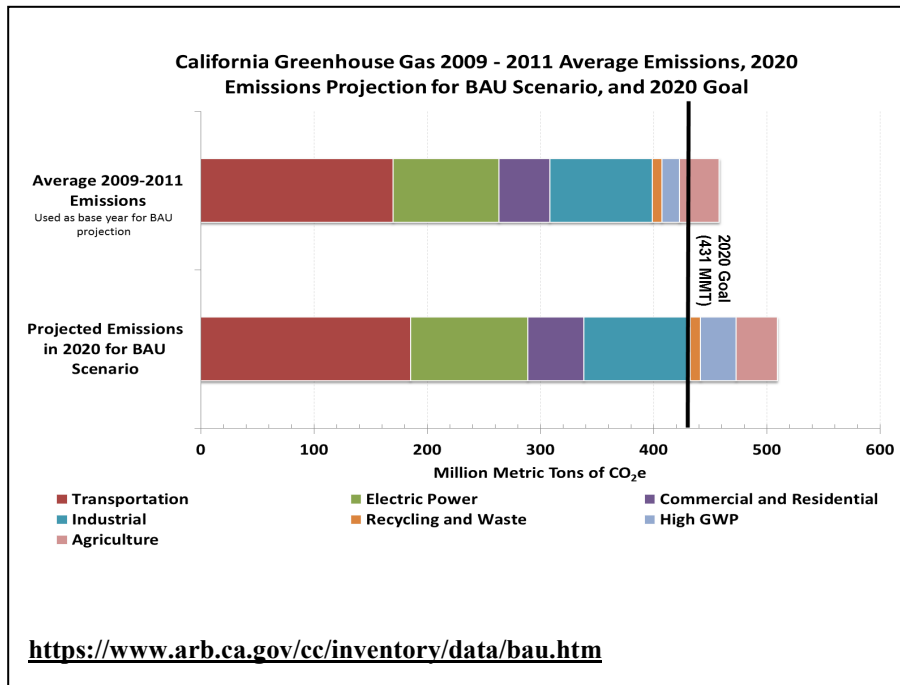
¹⁰ 2017 Edition of the GHG Emission Inventory Released (June 2017): <https://www.arb.ca.gov/cc/inventory/data/data.htm>

to occur in the year 2020 if none of the foreseeable measures included in the Scoping Plan were implemented.

An emissions projection estimates future emissions based on current emissions, expected regulatory implementation, and other technological, social, economic, and behavioral patterns. The projected 2020 emissions provided in Figure 3-1 represent a business-as-usual (BAU) scenario assuming none of the Scoping Plan measures are implemented. The 2020 BAU emissions estimate assists the Air Resources Board in demonstrating progress toward meeting the 2020 goal of 431 MMTCO₂e.¹¹ The 2018 edition of the greenhouse gas emissions inventory found total California emissions of 429 MMTCO₂e for 2016.

The 2020 BAU emissions projection was revisited in support of the First Update to the Scoping Plan (2014). This projection accounts for updates to the economic forecasts of fuel and energy demand as well as other factors. It also accounts for the effects of the 2008 economic recession and the projected recovery. The total emissions expected in the 2020 BAU scenario include reductions anticipated from Pavley I and the Renewable Electricity Standard (30 MMTCO₂e total). With these reductions in the baseline, estimated 2020 statewide BAU emissions are 509 MMTCO₂e.

Figure 3-1 2020 Business as Usual (BAU) Emissions Projection



¹¹ The revised target using Global Warming Potentials (GWP) from the IPCC Fourth Assessment Report (AR4)

Project Analysis

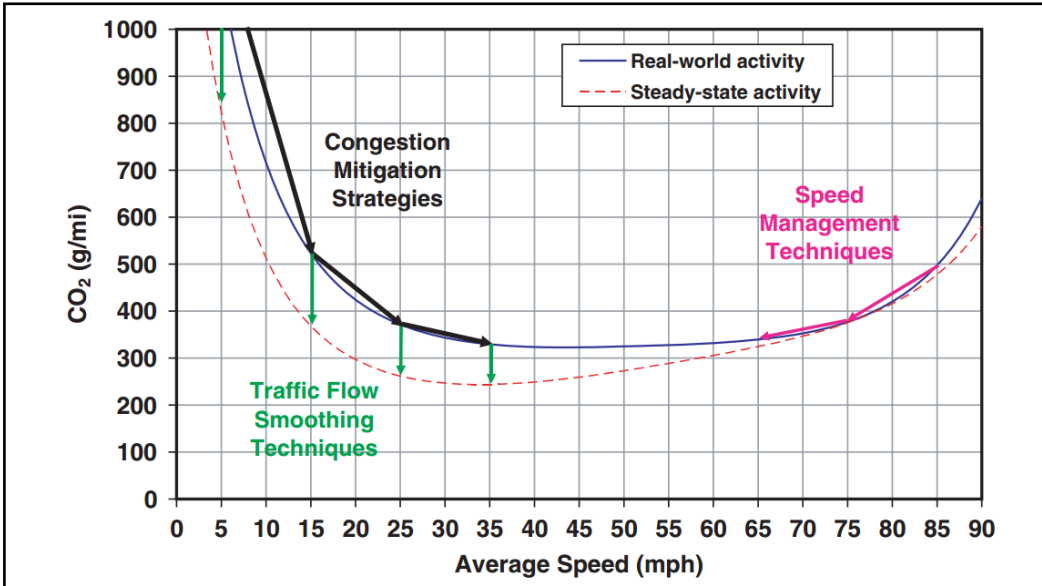
An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gas.¹² In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, you must compare the incremental impacts of the project with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

Greenhouse gas emissions for transportation projects can be divided into those produced during operations and those produced during construction. The following represents a best faith effort to describe the potential greenhouse gas emissions related to the proposed project.

¹² This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Operational Emissions

Figure 3-2 Possible Use of Traffic Operation Strategies in Reducing On-Road CO₂ Emissions



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (<http://www.researchgate.net/publication/46438207>)

The highest levels of CO₂ from mobile sources such as automobiles occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from 0–25 miles per hour (see Figure 3-2 above). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly CO₂, may be reduced.

The Tulare County Regional Road System is part of the Regional Transportation Plan (RTP). The Regional Road System is a network of highways and roads connecting cities and unincorporated communities providing rapid and efficient goods movement throughout the county. The Regional Road System has been included in the adopted Regional Transportation Plan since 1980. The Regional Road System, which connects cities or provides access through cities in the county, includes State Route 99 from the Kern County line through Tulare and Visalia to the Fresno County line.

The 2018 Regional Transportation Plan, Sustainable Communities Strategy (RTP-SCS), prepared by the Tulare County Association of Governments (TCAG), and adopted on August 23, 2018 included interchange improvements anticipated for the 20-year horizon within the corridor of State Route 99 at Paige Avenue and Commercial Avenue. Under objectives for air quality and greenhouse gases in the RTP-SCS, construction of bike lanes and sidewalks, as part of the Tulare 99 Interchange Project, would provide residents other transportation options.

The bike lanes would be constructed mainly along both eastbound and westbound of Commercial Avenue within the city right-of-way limits for Alternative 1A and Alternative 1C, eastbound and westbound of Industrial Avenue within the city right-of-way limits for Alternative 2, and eastbound and westbound of Paige Avenue within the city right-of-way limits for Alternative 3. Within the State right-of-way along the eastbound and westbound overcrossing, there will be an 8-foot-wide shoulder; the proposed 8-foot-wide shoulder can be used as a bike lane for the new Commercial Avenue overcrossing under Alternative 1A and Alternative 1C, for the Industrial Avenue overcrossing under Alternative 2, or for the Paige Avenue overcrossing under Alternative 1C and Alternative 2-Phase 2, and Alternative 3. The bike lanes at Commercial Avenue or Industrial Avenue would be connected mainly to K Street and Laspina Street. The bike lanes at Paige Avenue would be connected mainly to Blackstone Street and Laspina Street.

Table 3.1 displays estimated CO₂ emissions as calculated using the 2017 Air Resources Board EMFAC (Emissions FACTor) model. Opening year (2027) CO₂ emissions for the no-build alternative is 8.85 metric tons/year, higher than for each build alternative for 2027. The 20-year horizon/design (2047) CO₂ emissions for the no-build alternative is 10.34 metric tons/year, higher than for each build alternative for 2047.

Table 3.1 also displays the annual vehicle miles for the baseline year 2018, opening year 2027 and the 20-year horizon design year 2047. The annual vehicle miles traveled for 2018 is 28,210. The annual vehicle miles traveled for 2027 is 7,297,080. The annual vehicle miles traveled for 2047 is 9,925,080. Local population and commercial growth will result in the increased vehicle miles traveled (VMT) causing CO₂ increases overtime in the area. The increase in CO₂ emissions would occur with or without the project.

However, when comparing the no-build and build alternatives for open to traffic year 2027 and for the 2047 design year (Table 3.1), the No-Build Alternative CO₂ emissions are greater than for each of the build alternatives. The reduced emissions under the build alternatives can be attributed to the proposed improvements to existing traffic flow (interchange construction and ramp metering for all on-ramps from Commercial Avenue onto State Route 99) covered under this interchange project and potential reduced queuing at the existing ramp-end intersections.

Table 3.1 Modeled Annual CO₂ Emissions and Vehicle Miles Traveled, by Alternative

Alternative	CO ₂ Emissions (Metric U.S. Tons/Year)	Annual Vehicle Miles Traveled ¹
Existing/Baseline 2018	7.15	28210
Open to traffic-Year 2027		
No-Build Alternative	8.85	7,297,080
Build Alternative 1A	7.44	7,297,080
Build Alternative 1C	7.37	7,297,080
Build Alternative 2	7.29	7,297,080
Build Alternative 3	7.62	7,297,080
20-Year Horizon/Design-Year 2047		
No-Build Alternative	10.34	9,925,080
Build Alternative 1A	9.39	9,925,080
Build Alternative 1C	9.49	9,925,080
Build Alternative 2	9.56	9,925,080
Build Alternative 3	9.85	9,925,080

CO₂ = carbon dioxide

Source: EMFAC 2017

¹ Annual vehicle miles traveled (VMT) values derived from daily vehicle miles traveled values multiplied by 347, per ARB methodology (ARB 2008).

While EMFAC has a rigorous scientific foundation and has been vetted through multiple stakeholder reviews, its emission rates are based on tailpipe emission test data. The numbers are estimates of CO₂ emissions and not necessarily the actual CO₂ emissions. The model does not account for factors such as the rate of acceleration and the vehicles' aerodynamics, which would influence CO₂ emissions. To account for CO₂ emissions, the Air Resources Board's Greenhouse Gas Inventory follows the IPCC guideline by assuming complete fuel combustion, while still using EMFAC data to calculate CH₄ and N₂O emissions. Though EMFAC is currently the best available tool for use in calculating greenhouse emissions, it is important to note that the CO₂ numbers provided are only useful for a comparison of alternatives.

Four main strategies can reduce greenhouse gas emissions from transportation sources: (1) improving the transportation system and operational efficiencies, (2) reducing travel activity, (3) transitioning to lower greenhouse gas-emitting fuels, and (4) improving vehicle technologies/efficiency. To be most effective, all four strategies should be pursued concurrently.

The Federal Highway Administration supports these strategies to lessen climate change impacts, which correlate with efforts that the State of California is undertaking to reduce greenhouse gas emissions from the transportation sector.

Construction Emissions

Construction greenhouse gas emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the greenhouse gas emissions produced during construction can be offset to some degree by longer intervals between maintenance and rehabilitation activities.

Carbon dioxide (CO₂) emissions generated from construction equipment were estimated using the Caltrans Construction Emissions Tool. The estimated CO₂ construction emissions are 1,590 US tons generated per year. The approximate total tons would be 3,180 tons for the approximate two-year work time.

To reduce construction greenhouse emissions, the following measures would be implemented:

- Caltrans will prepare a traffic management plan to most efficiently manage traffic during construction.
- According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District (APCD) rules, ordinances, and regulations for air quality restrictions to reduce greenhouse gas emissions.
- Provide a detour if needed to handle traffic during construction and minimize idling emissions.
- Shut off equipment when not in use or minimize idling time.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications.
- Encourage and/or provide carpools or shuttle vans for construction worker commutes.
- Use onsite soils if available to reduce the vehicle miles traveled for haul trucks.

CEQA Conclusion

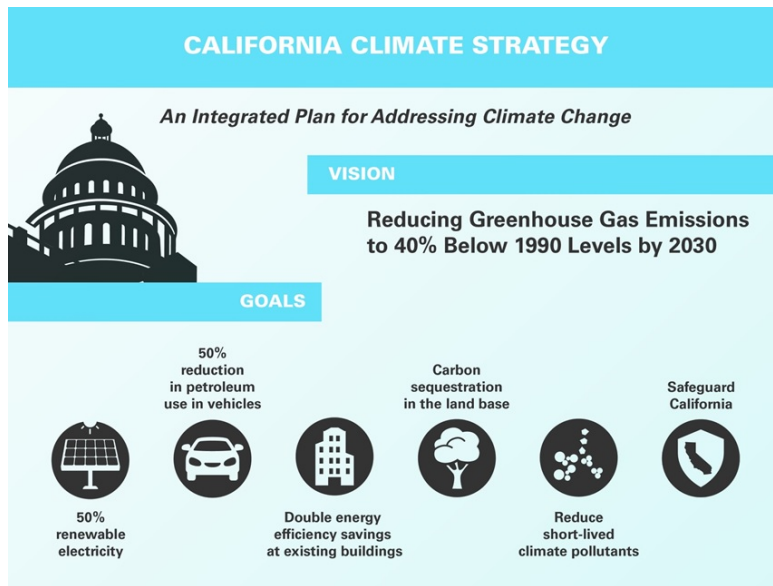
While the project would result in a slight increase in greenhouse gas emissions during construction, it is anticipated that the project would result in a long-term reduction of operational greenhouse gas emissions under any of build alternatives compared with the No-Build Alternative, as shown in Table 3-1. All alternatives show an increase in CO₂ emissions compared to the 2018 baseline as a result of planned and anticipated residential and commercial growth, which would occur with or without the project. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and California Environmental Quality Act significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce greenhouse gas emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

Statewide Efforts

In an effort to further the vision of California's greenhouse gas reduction targets outlined in AB 32 and SB 32, Governor Edmund G. Brown Jr. identified key climate change strategy pillars (concepts). See Figure 3-3. These pillars highlight the idea that several major areas of the California economy will need to reduce emissions to meet the 2030 greenhouse gas emissions target. These pillars are (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy-efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants; (5) managing farm and rangelands, forests, and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy, Safeguarding California.

Figure 3-3 Governor's Climate Change Pillars: 2030 Greenhouse Gas Reduction Goals



The transportation sector is integral to the people and economy of California. To achieve greenhouse gas emission reduction goals, it is vital that we build on our past successes in reducing criteria and toxic air pollutants from transportation and goods movement activities. Greenhouse gas emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled. One of Governor Brown's key pillars sets the ambitious goal of reducing today's petroleum use in cars and trucks by up to 50 percent by 2030.

Governor Brown called for support to manage natural and working lands, including forests, rangelands, farms, wetlands, and soils, so they can store carbon. These lands have the ability to remove carbon dioxide from the atmosphere through biological processes, and to then sequester carbon in above- and below-ground matter.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the Air Resources Board works to implement Executive Orders S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. Executive Order B-30-15, issued in April 2015, and SB 32 (2016), set a new interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

California Transportation Plan (CTP 2040)

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The plan defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all other statewide transportation planning documents.

SB 391 (Liu 2009) requires the California Transportation Plan to meet California's climate change goals under AB 32. Accordingly, the CTP 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, CTP 2040 identifies additional strategies in Pricing, Transportation Alternatives, Mode Shift, and Operational Efficiency.

Caltrans Strategic Management Plan

The Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. Specific performance targets in the plan that will help to reduce greenhouse gas emissions include the following:

- Increasing percentage of non-auto mode share
- Reducing vehicle miles traveled per capita
- Reducing Caltrans' internal operational (buildings, facilities, and fuel) greenhouse gas emissions

Funding and Technical Assistance Programs

In addition to developing plans and performance targets to reduce greenhouse gas emissions, Caltrans also administers several funding and technical assistance programs that have greenhouse gas reduction benefits. These include the Bicycle

Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. A more extensive description of these programs can be found in Caltrans Activities to Address Climate Change (2013).

The Caltrans Director's Policy 30 (DP-30) Climate Change (June 22, 2012) is intended to establish a department policy that will ensure coordinated efforts to incorporate climate change into departmental decisions and activities.

Caltrans Activities to Address Climate Change (April 2013) provides a comprehensive overview of activities undertaken by Caltrans statewide to reduce greenhouse gas emissions resulting from agency operations.

Project-Level Greenhouse Gas Reduction Strategies

The following measures would also be implemented in the project to reduce greenhouse gas emissions and potential climate change impacts from the project:

- The project is designed to reduce congestion, which will reduce greenhouse gas emissions from traffic delays and idling under the future growth scenario.
- The project will add pedestrian and bicycle facilities to the project area to encourage use of non-motorized modes of transportation.
- Caltrans will prepare a traffic management plan to most efficiently manage traffic during construction.
- According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District (APCD) rules, ordinances, and regulations for air quality restrictions to reduce greenhouse gas emissions.
- Provide a detour if needed to handle traffic during construction to minimize idling emissions.
- Shut off equipment when not in use or minimize idling time to reduce emissions.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications.
- Use onsite soils if available to reduce the vehicle miles traveled for haul trucks.
- The project would plant disturbed areas with a variety of native and drought-tolerant trees and shrubs in ratios sufficient to replace the air quality and cooling benefits of trees removed by construction of the project.
- The project would incorporate the use of LED energy-efficient lighting and traffic signals.

Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage—or, put another way, planning and design for resilience. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and the

frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. These types of impacts to the transportation infrastructure may also have economic and strategic ramifications.

Federal Efforts

At the federal level, the Climate Change Adaptation Task Force, co-chaired by the Council on Environmental Quality, the Office of Science and Technology Policy (OSTP), and the National Oceanic and Atmospheric Administration (NOAA), released its interagency task force progress report on October 28, 2011¹³, outlining the federal government's progress in expanding and strengthening the nation's capacity to better understand, prepare for, and respond to extreme events and other climate change impacts. The report provided an update on actions in key areas of federal adaptation, including: building resilience in local communities, safeguarding critical natural resources such as fresh water, and providing accessible climate information and tools to help decision-makers manage climate risks.

The federal Department of Transportation issued a U.S. DOT Policy Statement on Climate Adaptation in June 2011, committing to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely and that transportation infrastructure, services and operations remain effective in current and future climate conditions.”¹⁴

To further the DOT Policy Statement, on December 15, 2014, the Federal Highway Administration issued order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*).¹⁵ This directive established a Federal Highway Administration policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. The Federal Highway Administration will work to integrate consideration of these risks into its planning, operations, policies, and programs to promote preparedness and resilience, safeguard federal investments, and ensure the safety, reliability, and sustainability of the nation's transportation systems.

The Federal Highway Administration has developed guidance and tools for transportation planning that fosters resilience to climate effects and sustainability at the federal, state, and local levels.¹⁶

¹³ <https://obamawhitehouse.archives.gov/administration/eop/ceq/initiatives/resilience>

¹⁴ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

¹⁵ <https://www.fhwa.dot.gov/legsregs/directives/orders/5520.cfm>

¹⁶ <https://www.fhwa.dot.gov/environment/sustainability/resilience/>

State Efforts

On November 14, 2008, then-Governor Arnold Schwarzenegger signed Executive Order S-13-08, which directed a number of state agencies to address California's vulnerability to sea-level rise caused by climate change. This order set in motion several agencies and actions to address the concern of sea-level rise and directed all state agencies planning to construct projects in areas vulnerable to future sea-level rise to consider a range of sea-level rise scenarios for the years 2050 and 2100, assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea-level rise. Sea-level rise estimates should also be used in conjunction with information on local uplift and subsidence, coastal erosion rates, predicted higher high water levels, and storm surge and storm wave data.

Then-Governor Schwarzenegger also requested the National Academy of Sciences to prepare an assessment report to recommend how California should plan for future sea-level rise. The final report, *Sea-Level Rise for the Coasts of California, Oregon, and Washington (Sea-Level Rise Assessment Report)*,¹⁷ was released in June 2012 and included relative sea-level rise projections for the three states, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge, and land subsidence rates, and the range of uncertainty in selected sea-level rise projections. It provided a synthesis of existing information on projected sea-level rise impacts to state infrastructure (such as roads, public facilities, and beaches), natural areas, and coastal and marine ecosystems, and a discussion of future research needs regarding sea-level rise.

In response to Executive Order S-13-08, the California Natural Resources Agency (Resources Agency), in coordination with local, regional, state, federal, and public and private entities, developed the California Climate Adaptation Strategy (December 2009),¹⁸ which summarized the best available science on climate change impacts to California, assessed California's vulnerability to the identified impacts, and outlined solutions that can be implemented within and across state agencies to promote resiliency. The adaptation strategy was updated and rebranded in 2014 as *Safeguarding California: Reducing Climate Risk (Safeguarding California Plan)*.

Governor Edmund G. Brown Jr. enhanced the overall adaptation planning effort by signing Executive Order B-30-15 in April 2015, requiring state agencies to factor climate change into all planning and investment decisions. In March 2016, sector-specific Implementation Action Plans that demonstrate how state agencies are implementing Executive Order B-30-15 were added to the Safeguarding California Plan. This effort represents a multi-agency, cross-sector approach to addressing adaptation to climate change-related events statewide.

Executive Order S-13-08 also gave rise to the *State of California Sea-Level Rise Interim Guidance Document* (SLR Guidance), produced by the Coastal and Ocean

¹⁷ *Sea Level Rise for the Coasts of California, Oregon, and Washington: Past, Present, and Future* (2012) is available at: http://www.nap.edu/catalog.php?record_id=13389.

¹⁸ <http://www.climatechange.ca.gov/adaptation/strategy/index.html>

Working Group of the California Climate Action Team (CO-CAT), of which Caltrans is a member. First published in 2010, the document provided “guidance for incorporating sea-level rise (SLR) projections into planning and decision making for projects in California,” specifically, “information and recommendations to enhance consistency across agencies in their development of approaches to SLR.”¹⁹

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from the following: increased precipitation and flooding; increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in working toward identifying these risks throughout the state and will work to incorporate this information into all planning and investment decisions as directed in Executive Order B-30-15.

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts to transportation facilities due to projected sea-level rise are not expected.

Chapter 4 **Coordination**

Early and continuing coordination with the general public and public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including Project Development Team meetings, interagency coordination meetings, and letters and correspondence. This chapter summarizes the results of Caltrans' efforts to identify, address, and resolve project-related issues through early and continuing coordination.

Resource Agencies

October 5, 2018: Roland Garcia, Caltrans biologist, obtains U.S. Fish and Wildlife Service official species list.

February 5, 2019: Roland Garcia, Caltrans biologist, obtains an updated U.S. Fish and Wildlife Service official species list.

Native American Tribes

May 18, 2017: Mandy Macias, Caltrans Native American Coordinator, conducts tribal outreach.

Public Outreach

January 8, 2018: Open forum public hearing was held at the International Agri-Center in Tulare, California. The hearing was in an open house format during which attendees could view various displays and asks questions of the project team. A court reporter was present to take comments from the attendees. All meeting attendees were given a project information sheet and a comment card. The comment card provided a means by which participants could submit their written comments about the project. Approximately 50 people attended the open forum public hearing.

February 5, 2019: Tulare City Council meeting presentation by Caltrans and the Tulare County Association of Governments regarding the findings of the South Tulare Interchange Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment and subsequent selection of a preferred alternative. Tulare City Council adopted Resolution 19-76 supporting Caltrans recommendation of a preferred alternative.

Chapter 5 **List of Preparers**

This document was prepared by the following Caltrans Central Region staff:

Allam Alhabaly, Transportation Engineer. B.S., California State University, Fresno, School of Engineering; 16 years of experience in environmental technical studies, with emphasis on noise studies. Contribution: Water Quality Report and Noise Report.

Roland Garcia, Environmental Planner (Natural Sciences). B.S., Biology, California State University, Fresno; 8 years of biological experience. Contribution: Natural Environment Study.

Kay Goshgarian, Associate Environmental Planner. M.S., Environmental Management, University of San Francisco; B.S., Agricultural (Plant) Science, California State University, Fresno; over 20 years of environmental, agricultural land and agricultural water use planning experience. Contribution: Draft Environmental Document.

Maya Hildebrand Garcia, Associate Environmental Planner. B.S., Geology, Utah State University; 6 years of air quality experience. Contribution: Air Quality Study Report.

Irene Lee, Transportation Engineer. B.S., Civil Engineering, California Polytechnic State University, Pomona; 20 years of project development experience. Contribution: Overview of proposed project alternatives.

Ramon Lopez, P.E., Transportation Engineer. B.S., Civil Engineering, San Diego State University; 20 years of civil engineering experience. Contribution: Location Hydraulics Study.

Mandy Marine, Associate Environmental Planner (Arch)/Native American Coordinator. B.A., Anthropology, California State University, Fresno; more than 20 years of California archaeology experience. Contribution Coordinated Native American outreach for the project.

Michael Mills, Professional Landscape Architect CA #4770. B.A., Landscape Architecture and Environmental Planning, Utah State University; 19 years of landscape architecture experience. Contribution: Mitigation Planting Plans, specifications, estimates. Contribution: Visual Impact Assessment.

G. William “Trais” Norris, III, Senior Environmental Planner. B.S., Urban Regional Planning, California State Polytechnic University, Pomona; 17 years of land use, housing, redevelopment, and environmental planning experience. Contribution: Oversight review of the environmental document.

Lea Spann, Engineering Geologist. B.A., Environmental Studies, University of California, Santa Barbara; over 20 years of hazardous waste/materials experience and 5 years of environmental planning experience. Contribution: Hazardous Waste Initial Site Assessment.

Richard C. Stewart, Engineering Geologist, P.G. B.S., Geology, California State University, Fresno; more than 30 years of hazardous waste and water quality experience; 16 years of paleontology/geology experience. Contribution: Paleontological Identification Report.

Erica Sumner, Environmental Planner. B.A., Environmental Studies, University of California, Santa Cruz; 4 years of environmental analysis and environmental planning experience. Contribution: Community Impact Assessment.

Jennifer H. Taylor, Environmental Office Chief. Double Bachelor of Arts in Political Studies and Organizational Sciences, Pitzer College; 30 years of experience in environmental and land use planning. Contribution: Oversight review of the environmental document.

Brian Wickstrom, Associate Environmental Planner (Arch). M.A., Special Studies: Cultural Resources Management, Sonoma State University; more than 30 years of cultural resource experience. Contribution: Archaeological Survey Report (ASR)/Historical Property Survey Report (HPSR).

Chapter 6 Distribution List

Steven Hulbert California Department of Fish and Wildlife 1234 East Shaw Avenue Fresno, CA 93710	D.D. Gilmore, Captain Commander California Highway Patrol Visalia Office 5025 West Noble Avenue Visalia, CA 93277	Robert Newby Tulare County Resource Management Department 5961 South Mooney Boulevard Visalia, CA 93277
Sheriff Mike Boudreaux Tulare County Sheriff's Office 2404 West Burrel Avenue Visalia, CA 93291	Kamala Harris U.S. Senate 2500 Tulare Street, Suite 5290 Fresno, CA 93721	Dianne Feinstein U.S. Senate 2500 Tulare Street, Suite 4290 Fresno, CA 93721
Jean Fuller California State Senate 5701 Truxtun Avenue, Suite 150 Bakersfield, CA 93309	Devon Mathis California State Assembly 100 West Willow Street, Suite 405 Visalia, CA 93291	Ted Smalley Tulare County COG 210 North Church Street, Suite B Visalia, CA 93291
Eshom Valley Tribe Mr. Kenneth Woodrow, Chairman 1179 Rockhaven Court Salinas, CA 93906	Tule River Indian Tribe Mr. Neil Peyron, Chairman P.O. Box 589 Porterville, CA 93258-0589	Santa Rosa Indian Community of the Santa Rosa Rancheria Mr. Ruben Barrios, Chairman P.O. Box 8 Lemoore, CA 93245-0008
Wukchumni Tribe Ms. Darlene Franco, Chairperson 4737 West Concord Avenue Visalia, CA 93277	Charlie Norman Tulare County Fire Chief 1968 South Lovers Lane Visalia, CA 93292	David Macedo Mayor City of Tulare 411 East Kern Avenue Tulare, CA 93274
Devin Nunes U.S. Congress 113 North Church Street Suite 208 Visalia, CA 93291	Carlton Jones City Council District 3 City of Tulare 411 East Kern Avenue Tulare, CA 93274	Ben Giuliani Tulare County LAFCO 210 North Church Street, Suite B Visalia, CA 93291
U.S. Army Corps of Engineers 1325 J Street, Room 1350 Sacramento, CA 95814	Natural Resources Conservation Service 3530 West Orchard Ct. Visalia, CA 93277	Scott Hatton Central Region Water Quality Control Board 1685 E Street Fresno, CA 93706

Appendix A Mapping



Figure A-1 Alternative 1A



Figure A-2 Alternative 1C



Figure A-3 Alternative 2

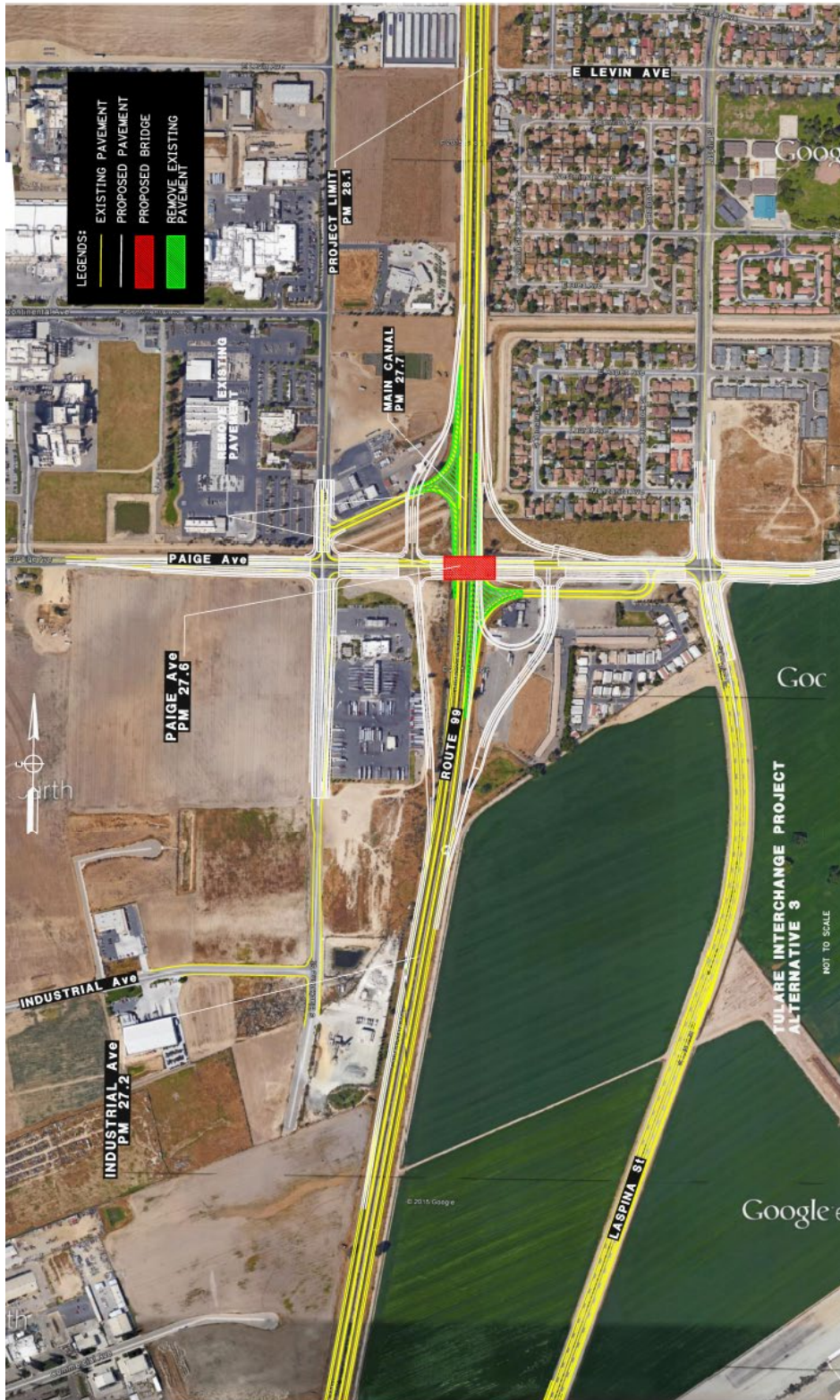


Figure A-4 Alternative 3

Appendix B Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
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www.dot.ca.gov



*Making Conservation
a California Way of Life.*

April 2018

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Related federal statutes and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone (916) 324-8379, TTY 711, email Title.VI@dot.ca.gov, or visit the website www.dot.ca.gov.

A handwritten signature in blue ink, appearing to read "Laurie Berman".

LAURIE BERMAN
Director

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Appendix C Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

RELOCATION ASSISTANCE ADVISORY SERVICES

DECLARATION OF POLICY

“The purpose of this title is to establish a ***uniform policy for fair and equitable treatment*** of persons displaced as a result of federal and federally assisted programs in order that such persons ***shall not suffer disproportionate injuries*** as a result of programs designed for the benefit of the public as a whole.”

The Fifth Amendment to the U.S. Constitution states, “No Person shall... be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation.” The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations (CFR) Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require the Department to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state’s relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Department relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, the Department will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. The Department will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase (for business, farm, and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning Federal and State assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable “decent, safe, and sanitary” replacement dwelling, available on the market, is offered to them by the Department.

RESIDENTIAL RELOCATION PAYMENTS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 90 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate.

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by the Department prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when the Department determines that the cost to rent a comparable “decent, safe, and sanitary” replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the *Down Payment* section below.

To receive any relocation benefits, the displaced person must buy or rent and occupy a “decent, safe and sanitary” replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 90 days and tenants in legal occupancy prior to the Department’s initiation of negotiations. The one-year eligibility period in which to purchase and occupy a “decent, safe and sanitary” replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, the Department will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Number of people to be displaced.
- Specific arrangements needed to accommodate any family member(s) with special needs.

- Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family.
- Preferences in area of relocation.
- Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms, and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

- The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the right-of-way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
- Expenses related to searching for a new business site, up to \$2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to \$25,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses that meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$40,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, *except* for any federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization that has been refused a relocation payment by the Department relocation advisor or believes that the

payment(s) offered by the agency are inadequate may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a public project. A list of ineligible expenses can be obtained from the Department's Division of Right of Way and Land Surveys. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

Appendix D Farmland Conversion Impact Rating Form

U.S. Department of Agriculture FARMLAND CONVERSION IMPACT RATING							
PART I (To be completed by Federal Agency)				Date Of Land Evaluation Request 7-10-2018			
Name of Project Tulare Interchange Project				Federal Agency Involved Caltrans			
Proposed Land Use New State Route Interchange				County and State Tulare County, California			
PART II (To be completed by NRCS)				Date Request Received By NRCS 7/16/18		Person Completing Form: Bradley Hancock	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)				YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated 550,342	Average Farm Size 223
Major Crop(s) Cotton, Citrus, Almonds		Farmable Land In Govt. Jurisdiction Acres: 638,789% 20.7		Amount of Farmland As Defined in FPPA Acres: 867,965% 28.1			
Name of Land Evaluation System Used CA State System		Name of State or Local Site Assessment System None		Date Land Evaluation Returned by NRCS 7/17/2018			
PART III (To be completed by Federal Agency)				Alternative Site Rating			
				Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				19	19	0	
B. Total Acres To Be Converted Indirectly				56	66	0	
C. Total Acres In Site				56	66	0	
PART IV (To be completed by NRCS) Land Evaluation Information							
A. Total Acres Prime And Unique Farmland				19	19		
B. Total Acres Statewide Important or Local Important Farmland				0	0		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				0.003	0.003		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				N/A	N/A		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				85	85		
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)				Maximum Points	Site A	Site B	Site C
1. Area In Non-urban Use				(15)	0	0	0
Perimeter In Non-urban Use				(10)	0	0	0
3. Percent Of Site Being Farmed				(20)	20	20	0
4. Protection Provided By State and Local Government				(20)	20	20	0
5. Distance From Urban Built-up Area				(15)	0	0	0
6. Distance To Urban Support Services				(15)	0	0	0
7. Size Of Present Farm Unit Compared To Average				(10)	0	0	0
8. Creation Of Non-farmable Farmland				(10)	10	10	0
9. Availability Of Farm Support Services				(5)	5	5	0
10. On-Farm Investments				(20)	0	0	0
11. Effects Of Conversion On Farm Support Services				(10)	0	0	0
12. Compatibility With Existing Agricultural Use				(10)	0	0	0
TOTAL SITE ASSESSMENT POINTS				160	55	55	0
PART VII (To be completed by Federal Agency)							
Relative Value Of Farmland (From Part V)				100	85	85	0
Total Site Assessment (From Part VI above or local site assessment)				160	55	55	0
TOTAL POINTS (Total of above 2 lines)				260	140	140	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>			
Reason For Selection: A Preferred Build Alternative has not yet been selected.							
of Federal agency representative completing this form: Erica Sumner						Date: 7-10-2018	
(See Instructions on reverse side)						Form AD-1006 (03-02)	

Appendix E Avoidance, Minimization and/or Mitigation Summary

To ensure that all environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as noted on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained before project implementation.

During construction, environmental and construction/engineering staff will ensure that the commitments contained in the Environmental Commitments Record are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following Environmental Commitments Record is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented.

Note: Some measures may apply to more than one resource area. Duplicated or redundant measures have not been included in this Environmental Commitments Record.

Biology

Swainson's Hawk

- Protocol-level pre-construction surveys according to *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (May 2000) will be completed by qualified biologists during nesting season (February 1 to September 30) prior to groundbreaking activities to ensure no nesting Swainson's hawks will be affected if construction is to occur during the nesting season.
- If nesting Swainson's hawks are observed onsite, then the nest site will be designated an Environmentally Sensitive Area, with a buffer zone of 600 feet until it has been determined by a qualified biologist that the young have fledged out of the nest.
- A qualified biologist will monitor the active nest during construction activities.
- A special provision for migratory birds will be included to ensure that no potential nesting migratory birds are affected during construction activities.
- Removal of any trees within the project area should be done outside of the nesting season; however, if a tree within the project area needs to be removed during the nesting season, a qualified biologist will inspect the tree prior to removal to ensure that no nests are present.

Standard Special Provisions (SSPs) typically used include the following:

- SSP 14-1.01 Environmental Stewardship, including Environmentally Sensitive Areas (ESAs)
- SSP 14-6.02 Species Protection (buffers, work stoppage areas)
- SSP 14-6.03 Bird Protection (nest protection buffers)

Tipton Kangaroo Rat

No direct, indirect, or future impacts on the Tipton kangaroo rat are expected to occur with implementation of the following:

- Prior to the start of construction, a qualified biologist knowledgeable in the biology of the Tipton kangaroo rat and the species' legislative protection will conduct an employee education program for all contractors, their employees, and agency personnel involved in the project. The program will include the following: a description of the natural history of the species and its habitat with the potential to be affected by the proposed project, the general measures that are being implemented to conserve the species as they relate to the proposed project, the penalties for non-compliance, and the boundaries of the work area within which the project must be accomplished. A fact sheet conveying this information would be prepared for distribution to the above-mentioned individuals or others who may enter the project site.

San Joaquin Kit Fox

No direct, indirect, or future impacts on San Joaquin kit foxes are anticipated with implementation of the following:

- Prior to any ground disturbance, the contractor, all employees of the contractor, subcontractors, and subcontractors' employees will attend an employee education program by a Caltrans or other approved biologist. The program will consist of a brief presentation on San Joaquin kit fox biology, legislative protection, and measures to avoid impacts to the species during project implementation.
- Pre-construction/pre-activity surveys would be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities or any project activity likely to impact the San Joaquin kit fox.

Invasive Species

Caltrans has issued policy guidelines that provide a framework for addressing roadside vegetation management issues for construction activities and maintenance programs. These measures may include the inspection and cleaning of project equipment, commitments to ensure the use of native or invasive-free mulches,

topsoils and seed mixes, as well as eradication strategies for the removal and proper disposal of existing populations, or those that could occur in the future.

Visual/Aesthetics

The project will include replacement planting and irrigation to replace eucalyptus trees and oleander shrubs that are being removed from the roadsides and median for all four build alternatives. The replacement planting will be placed at the new interchange area. The replacement planting will be funded from the interchange project but will occur under a separate contract. A three-year plant establishment period will be included with the spin-off project to help establish the new plantings.

The new highway planting will soften the visual effect of the new interchange. The new trees will be spaced closer together than they are now, strengthening the implied line of the trees. As the new trees and the new oleander shrubs grow and mature, they will eventually provide visual relief and add color and texture to the roadsides. They will add a strong vertical element to an otherwise flat terrain and visually blend the new interchange with the surrounding agricultural landscape. The overall change to visual resources will be low.

Water Quality/Stormwater

Once a preferred alternative is selected, coordination with the California Department of Fish and Wildlife, U.S. Army Corps of Engineers and Regional Water Quality Control Board is anticipated to determine if permits are needed for this project.

Noise/Vibration

The following are possible control measures that can be implemented to minimize noise disturbances at sensitive areas during construction:

- All equipment will have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job will be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine should be operated on the job site without an appropriate muffler.
- Construction methods or equipment that will provide the lowest level of noise impact (for example, avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) should be used.
- Idling equipment will be turned off.
- Truck loading, unloading, and hauling operations will be restricted so that noise and vibration are kept to a minimum through residential neighborhoods to the greatest possible extent.

The contractor will be required to adhere to the following administrative noise control measures:

- Once details of the construction activities become available, the contractor will work with local authorities to develop an acceptable approach to minimize interference with the business and residential communities, traffic disruptions, and the total duration of the construction.
- Good public relations will be maintained with the community to minimize objections to unavoidable construction impacts. Frequent activity updates of all construction activities will be provided. A construction noise monitoring program to track sound levels and limit the impacts will be implemented.
- In case of construction noise complaints by the public, the Resident Engineer will coordinate with the construction manager, and the specific noise-producing activity may be changed, altered, or suspended temporarily, if necessary.

The following are procedures that can be used to minimize the potential impacts from construction vibration:

- Restrict the hours of vibration-intensive equipment or activities such as vibratory rollers so that impacts to residents are minimal (e.g., weekdays during daytime hours only when as many residents as possible are away from home).
- The owner of a building close enough to a construction vibration source that damage to that structure due to vibration is possible would be entitled to a pre-construction building inspection to document the pre-construction condition of that structure.
- Conduct vibration monitoring during vibration-intensive activities.

Hazardous Waste/Materials

The following considerations and provisions are required:

- Where encountered, undocumented underground storage tanks, septic systems and domestic/agricultural/oil wells should be properly removed or abandoned in accordance with Tulare County requirements.
- An Asbestos Compliance Plan and a Lead Compliance Plan are required for this project. Appropriate Special Standard Provisions would be included in the construction package to address proper handling and safety.
- Preliminary Site Investigations would be done on private parcels to identify the extent of contamination, if any, prior to parcel acquisition. Preliminary Site Investigations would include only those parcels within the proposed right-of-way of the preferred alternative. These studies would be completed prior to completion of the final environmental document.
- San Joaquin Valley Air Pollution Control District regulations require that an asbestos survey be conducted on any building prior to demolition, regardless of the date of construction. A written National Emissions Standards for Hazardous Air Pollutants (NESHAP) notification to the San Joaquin Valley Air Pollution

Control District is required no less than 14 days prior to demolition activities whether asbestos is present or not.

Cultural Resources

If human remains are exposed during project activities, State Health and Safety Code Section 7050.5 states that no further disturbance should occur until the county coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.

Air Quality

Caltrans Standard Specifications pertaining to dust control and dust palliative requirements are a required part of all construction contracts and should effectively reduce and control emission impacts during construction. The provisions of Caltrans Standard Specifications, Section 14-9.02 “Air Pollution Control” and Section 10-5 “Dust Control,” require the contractor to comply with the air pollution control rules, ordinances, and regulations and statutes that apply to work performed under the contract, including those provided in Government Code § 11017.

If structures that may contain asbestos are to be demolished, it is the responsibility of the contractor to comply with the Rules and Regulations of the Air Pollution Control District. A Preliminary Site Investigation (PSI) would be required for structures prior to demolition or modification.

Paleontology

- Paleontological monitors, under the direction of the qualified principal paleontologist, will be onsite to conduct full-time monitoring of excavation in Holocene to late Pleistocene alluvial fan deposits. For excavations in Holocene basin deposits, spot-check monitoring will occur when excavation deeper than 5 feet below original ground surface occurs.
- 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.
- Monitoring and spot-checking should not be conducted in previously disturbed sediments or artificial fill.
- The Principal Paleontologist will attend the pre-construction meeting to address any concerns or issues related to monitoring activities. Prior to any project excavation, a Worker Environmental Awareness Program training for all earth-moving personnel and their supervisors will be presented to inform them of the possibility for fossil discoveries.

Appendix F Species Lists



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-1134
Event Code: 08ESMF00-2019-E-02731
Project Name: Tulare Interchange

February 05, 2019

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.

02/05/2019

Event Code: 08ESMF00-2019-E-02731

3

Attachment(s):

- Official Species List

02/05/2019

Event Code: 08ESMF00-2019-E-02731

1

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

02/05/2019

Event Code: 08ESMF00-2019-E-02731

2

Project Summary

Consultation Code: 08ESMF00-2018-SLI-1134

Event Code: 08ESMF00-2019-E-02731

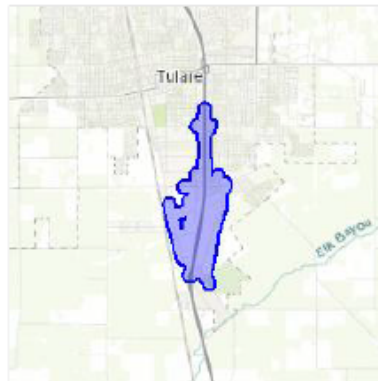
Project Name: Tulare Interchange

Project Type: TRANSPORTATION

Project Description: The project proposes to construct a new interchange on State Route 99 at Commercial Avenue or Industrial Avenue south of the existing interchange at Paige Avenue. The proposed interchanges are situated within the City of Tulare between Post Miles (PMs) 26.3 and 28.1.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/36.17968904779085N119.32815576912674W>



Counties: Tulare, CA

Endangered Species Act Species

There is a total of 9 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 Fisheries¹, 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.

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
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2873	Endangered
Tipton Kangaroo Rat <i>Dipodomys nitratoides nitratoides</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/7247 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/40/office/11420.pdf	Endangered

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard <i>Gambelia silus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/625	Endangered
Giant Garter Snake <i>Thamnophis gigas</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

02/05/2019

Event Code: 08ESMF00-2019-E-02731

4

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> 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 <i>Ambystoma californiense</i> Population: U.S.A. (Central CADPS) 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 <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> 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

Flowering Plants

NAME	STATUS
San Joaquin Adobe Sunburst <i>Pseudobahia peirsonii</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2931	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



Summary Table Report
California Department of Fish and Wildlife
California Natural Diversity Database



Query Criteria: QuadIS (Tulare (3611923))

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks										Population Status			Presence	
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrap.	Extrap.				
<i>Andrena macswaini</i> An andrenid bee	G2 S2	None None		270 270	7 S:1	0	0	0	0	0	1	1	0	1	0	0	0			
<i>Buteo swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM, S-Sensitive IUCN, LC-Least Concern USFWS, BCC-Birds of Conservation Concern	270 275	2465 S:4	0	2	1	0	0	1	2	2	4	0	0	0			
<i>Gaulanthus californicus</i> California jewelflower	G1 S1	Endangered Endangered	Rare Plant Rank - 1B.1	285 285	63 S:1	0	0	0	0	1	0	1	0	0	0	0	1			
<i>Pseudobahia peirsonii</i> San Joaquin adobe sunburst	G1 S1	Threatened Endangered	Rare Plant Rank - 1B.1 SB, RSABG-Rancho Santa Ana Botanic Garden		51 S:1	0	0	0	0	1	0	1	0	0	0	0	1			
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	G4T2 S2	Endangered Threatened		275 300	1017 S:4	0	0	0	0	0	4	4	0	4	0	0	0			

10/5/2018

CNPS Inventory Results



Inventory of Rare and Endangered Plants

Plant List

2 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quad 3611923

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Plant Rank	State Rank	Global Rank	State Listing Status	Federal Listing Status	Habitats	Lowest Elevation	Highest Elevation	CA Endemic
Caulanthus californicus	California jewelflower	Brassicaceae	annual herb	Feb-May	1B.1	S1	G1	CE	FE	<ul style="list-style-type: none"> Chenopod scrub Pinyon and juniper woodland Valley and foothill grassland 	61 m	1000 m	yes
Pseudobahia peirsonii	San Joaquin adobe sunburst	Asteraceae	annual herb	Feb-Apr	1B.1	S1	G1	CE	FT	<ul style="list-style-type: none"> Cismontane woodland Valley and foothill grassland 	90 m	800 m	yes

Suggested Citation

California Native Plant Society, Rare Plant Program. 2018. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 05 October 2018].

Search the Inventory

[Simple Search](#)[Advanced Search](#)[Glossary](#)

Information

[About the Inventory](#)[About the Rare Plant Program](#)[CNPS Home Page](#)[About CNPS](#)[Join CNPS](#)

Contributors

[The Calflora Database](#)[The California Lichen Society](#)[California Natural Diversity Database](#)[The Jepson Flora Project](#)[The Consortium of California Herbaria](#)[CalPhotos](#)

Questions and Comments

rareplants@cnps.org

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<http://rareplants.cnps.org/result.html?adv=t&quad=3611923#cdisp=1,2,3,4,5,6,7,8,9,10,11,13,12,14>

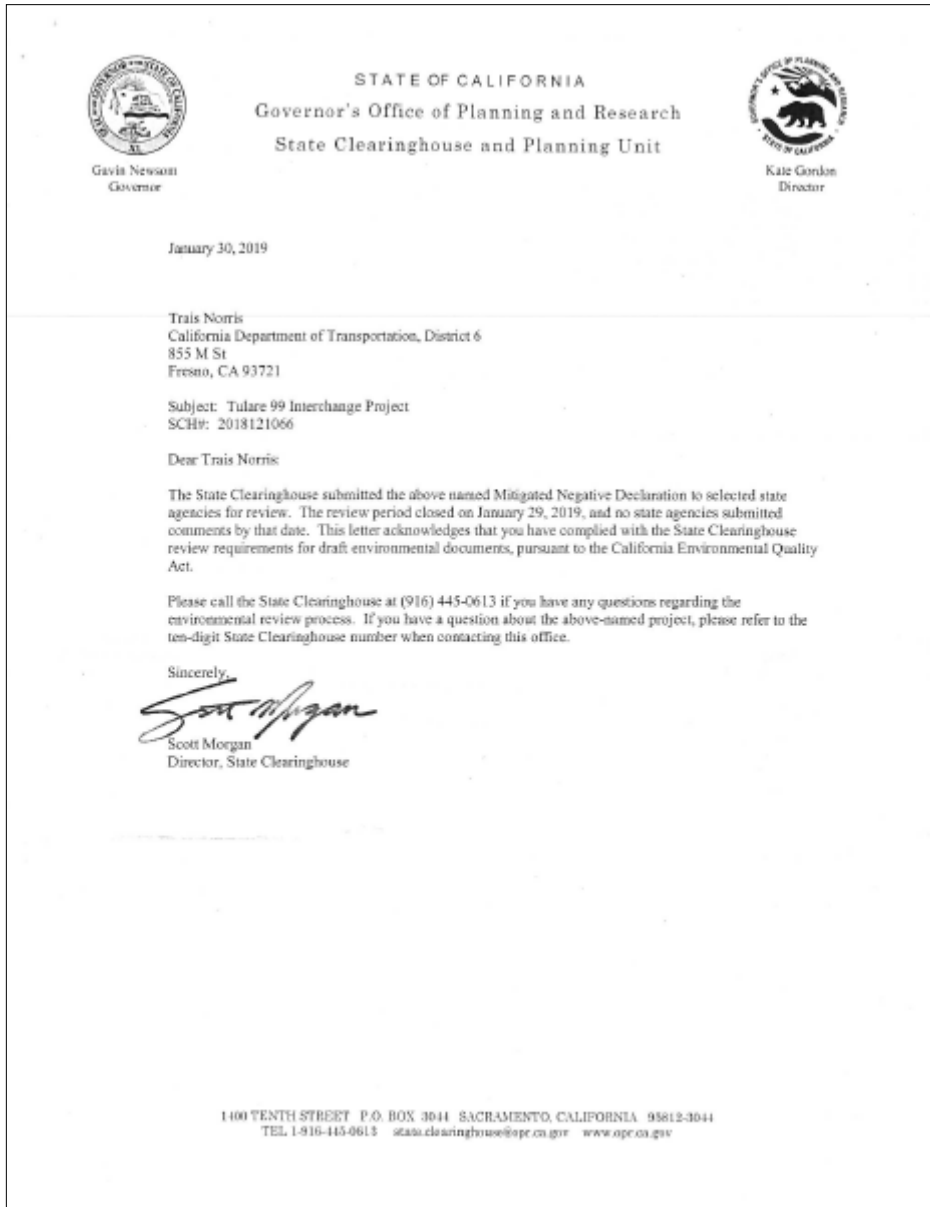
1/1

Appendix G Proposed Soundwall Locations



Appendix H Comments and Responses

Comment from the State Clearinghouse and Planning Unit



Response to Comment from the State Clearinghouse

The State Clearinghouse letter states that no state agencies submitted comments at the end of the state review period. Caltrans has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Name B. Bluff Date 1-3-19

Tulare 99 Interchange Project • 172

Comment from Volunteer at the International Agri-Center, 2 of 95

RE: South Tulare Interchange

To Whom It May Concern:

I am a volunteer at the International Agri-Center® and fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

- Provides better access to existing and potential businesses
- Opens up new property to development
- Will draw more traffic and tourism revenue to the airport, Tulare Golf Course and the International Agri-Center® - this benefits the whole Tulare community
- Supportive existing businesses are helping to make this project shovel-ready

I am not in support of the project at Paige Ave. This on/off ramp is already congested and dangerous. With the location of existing businesses and homes, it would be difficult and cost-prohibitive to convert. Paige Ave should be left as an overpass to help with traffic flow from a new South Tulare Interchange at either Industrial or Commercial Ave.

Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,



Name

Date

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue were considered by the project development team. After the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 3 of 95

RE: South Tulare Interchange

To Whom It May Concern:


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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 01 January 2019

Name

Date

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue were considered by the project development team. After the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 4 of 95

RE: South Tulare Interchange

To Whom It May Concern:

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

Name

Date

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue were considered by the project development team. After the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 5 of 95

RE: South Tulare Interchange

To Whom It May Concern:

I am a volunteer at the International Agri-Center® and fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,



Name

Date

Response to Comment from Volunteer at the International Agri-Center:

S

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 6 of 95

RE: South Tulare Interchange

To Whom It May Concern:

I am a volunteer at the International Agri-Center® and fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

Valerie Bawhatch 12-29-18

Name

Date

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 7 of 95

RE: South Tulare Interchange

To Whom It May Concern:


I am on staff at the International Agri-Center® and I fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

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- Opens up new property to development
- Will draw more traffic and tourism revenue to the airport, Tulare Golf Course and the International Agri-Center® - this benefits the whole Tulare community
- Supportive existing businesses are helping to make this project shovel-ready

I am not in support of the project at Paige Ave. This on/off ramp is already congested and dangerous. With the location of existing businesses and homes, it would be difficult and cost-prohibitive to convert. Paige Ave should be left as an overpass to help with traffic flow from a new South Tulare Interchange at either Industrial or Commercial Ave.

Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 1-4-19

Name _____ Date _____

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 8 of 95

RE: South Tulare Interchange

To Whom It May Concern:



I am on staff at the International Agri-Center® and I fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

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Thank you,

Name Date

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Comment from Volunteer at the International Agri-Center, 9 of 95

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 11/7/2019

Name Date

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Comment from Volunteer at the International Agri-Center, 11 of 95

RE: South Tulare Interchange

To Whom It May Concern:

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Thank you,

 1-7-19

Name

Date

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Comment from Volunteer at the International Agri-Center, 12 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,


Name Date

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Comment from Volunteer at the International Agri-Center, 13 of 95

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Thank you,

 1-7-2019

Name Date

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Comment from Volunteer at the International Agri-Center, 14 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

Keri Bender 01-07-19

Name

Date

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Comment from Volunteer at the International Agri-Center, 15 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 1-7-19
Name Rick Bender Date

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Comment from Volunteer at the International Agri-Center, 16 of 95

RE: South Tulare Interchange

To Whom It May Concern:

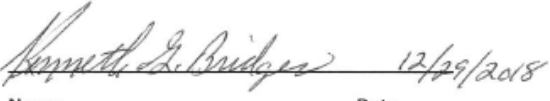
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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 12/29/2018

Name Date

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Comment from Volunteer at the International Agri-Center, 17 of 95

RE: South Tulare Interchange

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Thank you,

 1-2-19

Name

Date

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Comment from Volunteer at the International Agri-Center, 18 of 95

RE: South Tulare Interchange

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Thank you,


Name

12/28/18
Date

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Comment from Volunteer at the International Agri-Center, 19 of 95

RE: South Tulare Interchange

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Thank you,



Tracee M. Contreras

Date

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Comment from Volunteer at the International Agri-Center, 20 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,


Name Date

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Comment from Volunteer at the International Agri-Center, 21 of 95

RE: South Tulare Interchange

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Thank you,

 12-31-18

Name

Date

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Comment from Volunteer at the International Agri-Center, 22 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

Lavella Demetrieff 12-21-18
Name Date

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Comment from Volunteer at the International Agri-Center, 23 of 95

RE: South Tulare Interchange

To Whom It May Concern:

RECEIVED JAN 02 2019


I am a volunteer at the International Agri-Center® and fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

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Thank you,

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Name Date

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Comment from Volunteer at the International Agri-Center, 24 of 95

RE: South Tulare Interchange

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Thank you,

 1-5-19

Name

Date

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Comment from Volunteer at the International Agri-Center, 25 of 95

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Thank you,

 11/07/19

Name Date

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Comment from Volunteer at the International Agri-Center, 26 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,



Name _____ Date _____

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Comment from Volunteer at the International Agri-Center, 27 of 95

December 21, 2018

RE: South Tulare Interchange

To Whom It May Concern:

I am an employee of the International Agri-Center® at 4500 S. Laspina Street in Tulare. I am in support of the new South Tulare Interchange at either Industrial Ave or Commercial Ave. These locations have great potential and will help this area of town continue to grow.

I am not in support of the project at Paige Ave. That on and off ramp are already dangerous and existing structures seem to be difficult to work around.

Please consider helping Tulare grow and develop a safer interchange at either Industrial Ave or Commercial Ave.

Thank you,



Jennifer Fawkes

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 28 of 95

RE: South Tulare Interchange

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Thank you,

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Name Date

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Comment from Volunteer at the International Agri-Center, 29 of 95

RE: South Tulare Interchange

To Whom It May Concern:

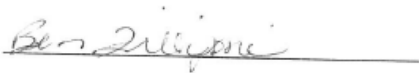
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Name _____ Date _____



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Comment from Volunteer at the International Agri-Center, 30 of 95

RE: South Tulare Interchange

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Thank you,

TOM FINN 1/2/19
Name Date



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Comment from Volunteer at the International Agri-Center, 31 of 95

RE: South Tulare Interchange

To Whom It May Concern:

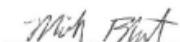
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- Supportive existing businesses are helping to make this project shovel-ready

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,



12-31-18

Name

Date

Response to Comment from Volunteer at the International Agri-Center:

All comments received during the public circulation period for the draft environmental document, including your comment regarding building the South Tulare Interchange at either Industrial or Commercial Avenue will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Volunteer at the International Agri-Center, 32 of 95

RE: South Tulare Interchange

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,


Name Ray Fonseca Date 1/7/2019

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Thank you,



Name

1-7-19

Date

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Comment from Volunteer at the International Agri-Center, 34 of 95

RE: South Tulare Interchange

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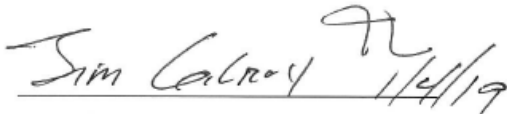
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Thank you,

Marilyn R. Glenn 1/2/19
Name Date

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Date _____

Tulare 99 Interchange Project • 206

Comment from Volunteer at the International Agri-Center, 37 of 95

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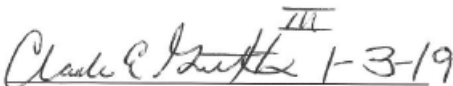
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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 III
1-3-19

Name

Date

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Thank you,


WILLIAM HALL 1-7-19

Name

Date

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Thank you,

 12/28/18

Name

Date

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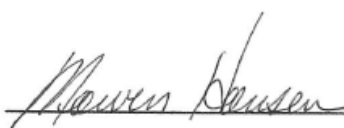
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Name _____ Date _____

Tulare 99 Interchange Project • 212

Comment from Volunteer at the International Agri-Center, 42 of 95

RE: South Tulare Interchange

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Name


Date

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 12.28.18
Name Date

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 1-3-2019

Name Date

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Thank you,

Walter R. Davis 1-3-19

Name

Date

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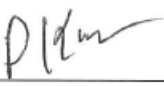
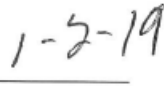
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RECEIVED JAN 02 2019

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Name _____ Date 12-30-18

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Comment from Volunteer at the International Agri-Center, 51 of 95

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 1-7-19
Name Carol M. McNeil Date

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Name

Naah Khal

Date

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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,



Name



Date

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Comment from Volunteer at the International Agri-Center, 54 of 95

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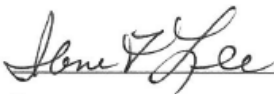
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Anne Jukutan 1/03/18

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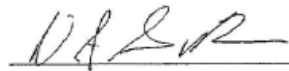
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Name Date

VINCENT G. MARIC

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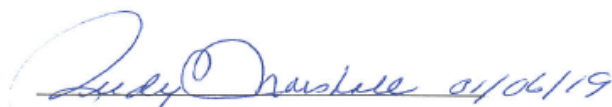
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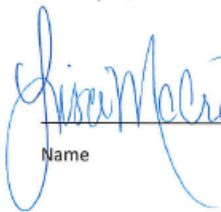

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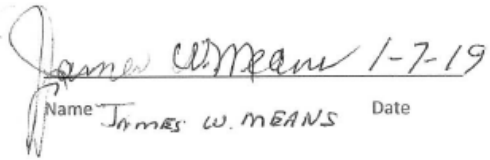
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RECEIVED JAN 07 2019

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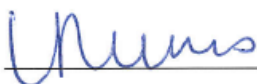
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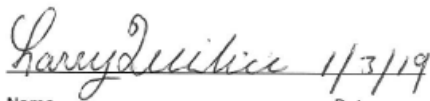
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Please build the new South Tulare Interchange at either Industrial or Commercial Ave.

Thank you,

 1-3-2019
Name Date

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Comment from Volunteer at the International Agri-Center, 75 of 95

RE: South Tulare Interchange

To Whom It May Concern:


I am a volunteer at the International Agri-Center® and fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:

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Name Date

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Comment from Volunteer at the International Agri-Center, 76 of 95

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Thank you,



12/28/18

Name

Date

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Name Date

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Thank you,

 1/03/18

<https://files.constantcontact.com/2fcf93aa0014579169a-4e02-49aa-8672-41f92e0a1cd.docx>

1/3/18, 10:24 AM
Page 1 of 2

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Thank you,

Dee Dee Sebert 1-2-14
Name Date
Dee Dee Sebert

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Thank you,



Kathleen Y. Sims Jan. 7, 2019

Name

Date

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Thank you,



Paul E. Sims 1/7/2019

Name

Date

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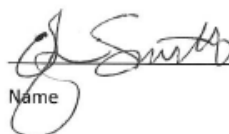
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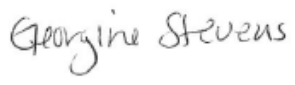
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 1-21-19
Name Date


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Name TONY H. TAYLOR Date 1-7-2019

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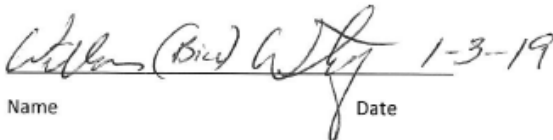
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Thank you,

 1-3-19

Name Date

JENNIFER WHITE

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Thank you,

Nancy White 12/27/18
Name Date
2532 E. Harvard Ct.
Visalia, CA 93292

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Comment from Volunteer at the International Agri-Center, 94 of 95

<p>Robert Bates 1513 Kaweah Dr. Tulare, CA 93274</p> <p>RE: South Tulare Interchange</p> <p>To Whom It May Concern:</p> <p>I am a volunteer at the International Agri-Center® and fully support the new South Tulare Interchange at either Industrial Ave or Commercial Ave. A new interchange at either of these locations is preferred because:</p> <ul style="list-style-type: none">• Provides better access to existing and potential businesses• Opens up new property to development• Will draw more traffic and tourism revenue to the airport, Tulare Golf Course and the International Agri-Center® - this benefits the whole Tulare community• Supportive existing businesses are helping to make this project shovel-ready <p>I am not in support of the project at Paige Ave. This on/off ramp is already congested and dangerous. With the location of existing businesses and homes, it would be difficult and cost-prohibitive to convert. Paige Ave should be left as an overpass to help with traffic flow from a new South Tulare Interchange at either Industrial or Commercial Ave.</p> <p>Please build the new South Tulare Interchange at either Industrial or Commercial Ave.</p> <p>Thank you,</p> <div><p>January 5, 2019</p></div> <div><p>Name _____</p><p>Date _____</p></div>

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Name Date

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Comment from W. Lynn Dredge



Comment Card

NAME: W. Lynn Dredge

ADDRESS: 618 North Dickman Dr CITY: Tulare ZIP: 99274

REPRESENTING: Self - Asa Carter & Maria Family 280-9646

☒ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):

FAVOR Commercial Art Leaving Page As is

for Present Time.

Tulare with the Faria Family who owns

and will dedicate much of the right-of-way on both

sides of Freeway at Commercial.


Will discuss that with CALTRANS STAFF at your

convenience

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
 Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☒ Newspaper ☐ Newsletter ☐ Someone told me about it ☐ Other _____




Response to Comment from W. Lynn Dredge

All comments received during the public circulation period for the draft environmental document, including your comment favoring the Commercial Avenue alternative and leaving Paige as is will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Mark Barrios



INTERCHANGE
Tulare 

Comment Card

NAME: MARK BARRIOS
 ADDRESS: 185 JOHNSON ST CITY: TULARE ZIP: 93274
 REPRESENTING: MYSELF - TRUCK DRIVER


☐ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):
PLEASE LEAVE WELL ENOUGH ALONE.
AS A LOCAL LIVING TRUCK DRIVER DON'T
MESS WITH IT.

*Place your comments into the Comment Box tonight
 or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
 Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☐ Someone told me about it ☒ Other STORE
MOBILE 99/PAIGE



Response to Comment from Mark Barrios

Under the No-Build Alternative, State Route 99 and Paige Avenue would stay in their present conditions. No improvements would be made to State Route 99 or Paige Avenue. No measures would be taken to reduce congestion or improve operations. The No-Build Alternative does not meet the purpose and need for the project.

Comment from Wesley Ellis



INTERCHANGE
Tulare
Comment Card

NAME: Wesley Ellis

ADDRESS: 995 Black Rock Ct CITY: Tulare ZIP: 93278

REPRESENTING: _____

☐ Please add me to the project mailing list.


I would like the following comments filed in the record* (please print):

I wonder who owns the land, who will
make the money off the deal

*Place your comments into the Comment Box tonight:
or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
855 M Street, Suite 200
Fresno, CA 93721
email: trais.norris@dot.ca.gov

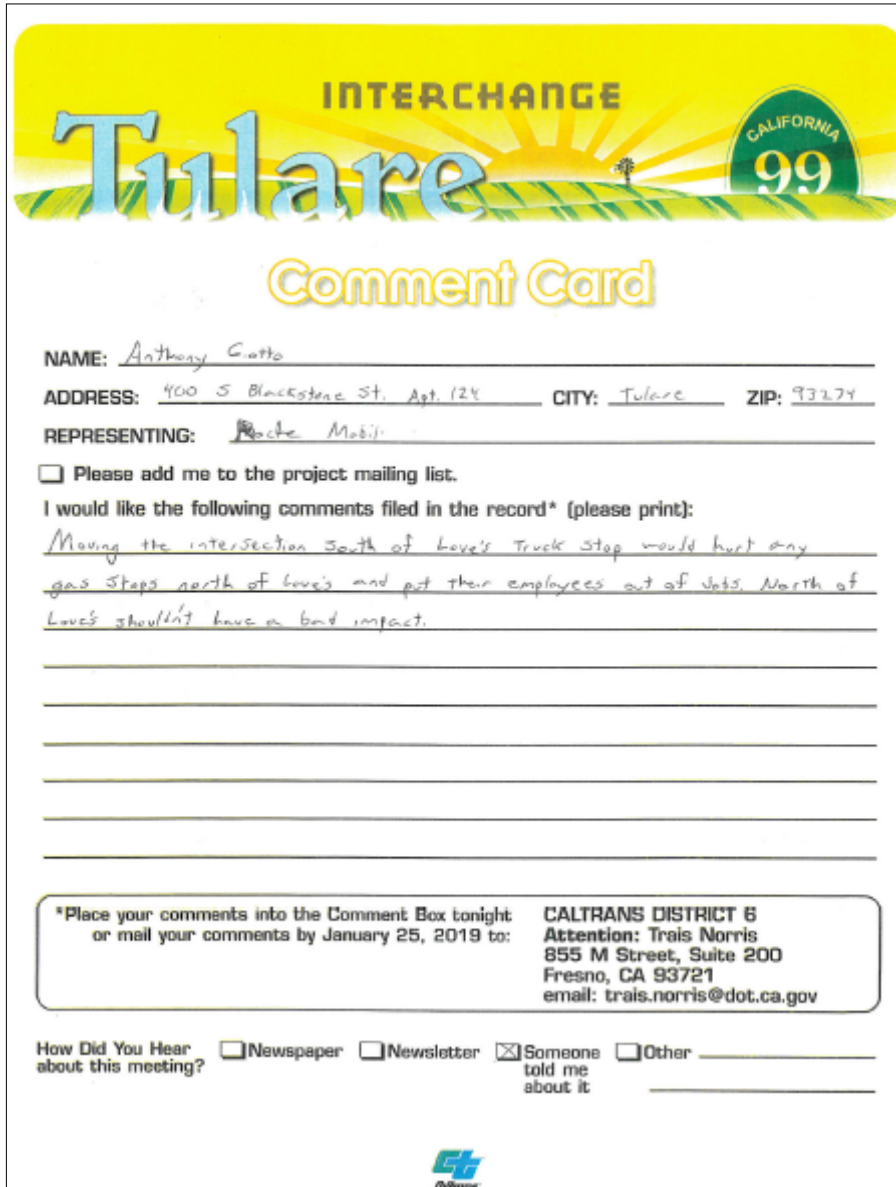
How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☐ Someone told me about it ☐ Other _____



Response to Comment from Wesley Ellis

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. If relocation is to occur for a Caltrans project, Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are “decent, safe, and sanitary.” Nonresidential displacees will receive information on comparable properties for lease or purchase.

Comment from Anthony Gatto



INTERCHANGE
Tulare
Comment Card

NAME: Anthony Gatto

ADDRESS: 400 S Blackstone St. Apt. 124 CITY: Tulare ZIP: 93274

REPRESENTING: Route Mobile

☐ Please add me to the project mailing list.


I would like the following comments filed in the record* (please print):

Moving the intersection south of Love's Truck Stop would hurt any
gas stops north of Love's and put their employees out of jobs. North of
Love's shouldn't have a bad impact.

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
855 M Street, Suite 200
Fresno, CA 93721
email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Anthony Gatto

One of the alternatives is to maintain Paige Avenue interchange open and construct a new interchange 0.8 mile south of Paige Avenue interchange. The intersection was not moved and this proposed alternative will provide an additional crossing between east and west of State Route 99.

Comment from Angel G. Flores



Tulare 99 Interchange

Comment Card

NAME: ANGEL G. FLORES

ADDRESS: P.O. Box 4014 CITY: VIZALIA ZIP: 93278

REPRESENTING: Roche Oil Inc - Tulare, CA.

☐ Please add me to the project mailing list.


I would like the following comments filed in the record* (please print):

Alternative 3 seems to be the best for
the area in Tulare. The Paige Ave.
Overpass is very important to every
person near the area. The overpass is about
the main overpass that connects every worker,
resident and businesses together from what
I have seen at where I have been
working for the past 12 years. Thank you
for reading my input. Angel Flores

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
855 M Street, Suite 200
Fresno, CA 93721
email: trais.norris@dot.ca.gov



How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☐ Someone told me about it ☒ Other AT WORK.
I Work At Roche Oil
INC.



Response to Comment from Angel G. Flores

All comments received during the public circulation period for the draft environmental document, including your comment noting that Alternative 3 seems to be the best and the Paige Avenue Overpass is very important will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.


Comment from Ty Holscher

			
Comment Card			
NAME: <u>Ty HOLSCHER</u>			
ADDRESS: <u>1395 SO "K" STREET</u>		CITY: <u>TULARE</u>	ZIP: <u>93224</u>
REPRESENTING: <u>MYSELF</u>			
<input checked="" type="checkbox"/> Please add me to the project mailing list.			
I would like the following comments filed in the record* (please print):			
<u>ALT 1C IS THE BEST CHOICE.</u>			
<u>LESS RIGHT OF WAY COST.</u>			
<u>VACANT LAND AS IT IS NOW.</u>			
*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:		CALTRANS DISTRICT 6 Attention: Trais Norris 855 M Street, Suite 200 Fresno, CA 93721 email: trais.norris@dot.ca.gov	
How Did You Hear about this meeting? <input checked="" type="checkbox"/> Newspaper <input type="checkbox"/> Newsletter <input type="checkbox"/> Someone told me about it <input type="checkbox"/> Other _____			
			

Response to Comment from Ty Holscher

All comments received during the public circulation period for the draft environmental document, including your comment noting that Alternative 1C is the best choice will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from George Pierce



INTERCHANGE
Tulare CALIFORNIA
99

Comment Card

NAME: George Pierce
 ADDRESS: 1128 N. Madison Ct. CITY: Tulare ZIP: 93274
 REPRESENTING: Carton Tractor, Inc. & International Agri-Center


☒ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):
Please build 1A as the alternative. It
should help everyone concerned.

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☐ Someone told me about it ☒ Other Interest Group
Agri-Center Board Member



Response to Comment from George Pierce

All comments received during the public circulation period for the draft environmental document, including your comment favoring Alternative 1A will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Shea Gowin



INTERCHANGE
Tulare CALIFORNIA
99

Comment Card

NAME: Shea Gowin
 ADDRESS: 1920 W Prosperity Ave CITY: Tulare ZIP: 93274
 REPRESENTING: Gowin Green Inc. / Self

☒ Please add me to the project mailing list.


I would like the following comments filed in the record* (please print):

I think Option 1A is the best option for the
whole of Tulare.

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov

How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Shea Gowin

All comments received during the public circulation period for the draft environmental document, including your comment favoring Option 1A as the best option will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Larry Quilici



Comment Card

NAME: Larry Quilici

ADDRESS: 1543 Coe/10 CITY: Tulare ZIP: 93214

REPRESENTING: I.A.C.

☐ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):

I am in favor of Project 1A
for the interchange. It will work the
best for all
Larry Quilici

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
855 M Street, Suite 200
Fresno, CA 93721
email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Larry Quilici

All comments received during the public circulation period for the draft environmental document, including your comment favoring Project 1A for the interchange will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Jennifer Fawkes



INTERCHANGE
Tulare **CALIFORNIA 99**

Comment Card


NAME: Jennifer Fawkes
 ADDRESS: 2540 E. Tulare Ave. CITY: Visalia ZIP: 93292
 REPRESENTING: International Hajri-Center

☒ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):
I prefer plan 1A. Provides the most options long-term &
creates a new interchange away from Paige.
 Please send me the full report:
jennifer.f@farmshow.org
or
4500 S. Laspina St.
Tulare, CA 93274

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:
CALTRANS DISTRICT 6
Attention: Trais Norris
855 M Street, Suite 200
Fresno, CA 93721
email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☐ Someone told me about it ☒ Other Work



Response to Comment from Jennifer Fawkes

All comments received during the public circulation period for the draft environmental document, including your comment favoring plan 1A for creating a new interchange away from Paige Avenue will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Brian Thohurn



Tulare

INTERCHANGE

99

Comment Card

NAME: Brian Thohurn


ADDRESS: 2425 S. Blackstone CITY: CA ZIP: 93277

REPRESENTING: So Calif Edison

☒ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):


So Cal Edison's priority is to ensure the safe efficient
traffic flow in the area, so our crews can
continue to move safely and efficiently to respond
to emergencies and during the course of normal
operations. To that end, options 1A + 1C provide
the most constructive concepts to ensure + maintain
the safe, efficient traffic flow in the area.

Thank you for your consideration!


*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
855 M Street, Suite 200
Fresno, CA 93721
email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Brian Thohurn

All comments received during the public circulation period for the draft environmental document, including your comment regarding option 1A and 1C as the most constructive concepts to ensure and maintain safe and efficient traffic flow will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Jerry Sinift



INTERCHANGE
Tulare **CALIFORNIA 99**

Comment Card


NAME: JERRY SINIFT
 ADDRESS: 4500 So LASPINA ST CITY: TULARE ZIP: 93274
 REPRESENTING: INTERNATIONAL AGRI-CENTER

☒ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):
1A IS THE ALTERNATIVE WE PREFER -
THIS WILL BRING MORE INDUSTRIAL BUSINESS TO
TULARE & TULARE

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to: CALTRANS DISTRICT 6
 Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☒ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Jerry Sinift

All comments received during the public circulation period for the draft environmental document, including your comment regarding your preference for Alternative 1A will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Courtney Roche



Comment Card

NAME: COURTNEY ROCHE JR.
 ADDRESS: 2 P.O. BOX 89 CITY: TULARE ZIP: 93274
 REPRESENTING: ROCHE OIL INC.

☒ Please add me to the project mailing list.


I would like the following comments filed in the record* (please print):

ROCHE OIL INC IS LOCATED AT
1120 E PAIGE AVE., THE SOUTHBOUND
ON/OFF RAMP IS LOCATED NEXT TO
OUR BUSINESS. WE NEED THE OFF/ON
RAMP TO STAY OPEN. CLOSING
OF OFF/ON RAMP WOULD SERIOUSLY
AFFECT OUR BUSINESS IN A
NEGATIVE WAY.

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov


How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Courtney Roche

One of the alternatives is to maintain Paige Avenue interchange open and construct a new interchange 0.8 mile south of Paige Avenue interchange. The existing on- & off-ramps at Paige Avenue interchange will remain open. This proposed alternative will provide an additional crossing between east and west of State Route 99.

Comment from Stuart Lewis



INTERCHANGE
Tulare CALIFORNIA 99

Comment Card

NAME: STUART LEWIS
 ADDRESS: 420 E. CROSSLAND AVE CITY: TULARE ZIP: 93254
 REPRESENTING: _____


☐ Please add me to the project mailing list.

I would like the following comments filed in the record* (please print):
The intersection of 42nd St and Highway 99
and someone is going to get killed
and then maybe the state of
ca. will do something about it before
it is too late!

*Place your comments into the Comment Box tonight or mail your comments by January 25, 2019 to:

CALTRANS DISTRICT 6
 Attention: Trais Norris
 855 M Street, Suite 200
 Fresno, CA 93721
 email: trais.norris@dot.ca.gov

How Did You Hear about this meeting? ☐ Newspaper ☐ Newsletter ☒ Someone told me about it ☐ Other _____



Response to Comment from Stuart Lewis

The purpose of the project is to improve the operational performance of State Route 99 within the project limits, relieve traffic congestion on local roads, and improve accessibility to the freeway system in that area. In addition, the project improvements would enhance the east-west movement of traffic and goods, supporting economic development. Four build alternatives (Alternative 1A, Alternative 1C, Alternative 2 and Alternative 3) are being considered that would improve operational performance within the project limits.

Comments from Mitchell Chadwick (6 pages)



Patrick G. Mitchell
pmitchell@mitchellchadwick.com
916-462-8887
916-788-0290 Fax

January 25, 2019

VIA U.S. MAIL & EMAIL

G. William "Trais" Norris III
San Joaquin Environmental Management Branch
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721-2716

Re: Comments on Tulare 99 Interchange Project Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment

Dear Mr. Norris:

My office represents Lehigh Hanson, Inc. and its subsidiary South Valley Materials, Inc. ("Lehigh") regarding a ready-mix concrete batch plant¹ located at the east end of Industrial Avenue on Blackstone Street in Tulare, California ("Plant"). The Plant would be impacted by the California Department of Transportation's ("Caltrans") proposed Tulare 99 Interchange Project ("Project"). Our law firm has reviewed the Initial Study with Proposed Mitigated Negative Declaration/Environmental Assessment for the Tulare 99 Interchange Project ("Initial Study") prepared by Caltrans regarding the Project. Lehigh appreciates the opportunity to comment on the Initial Study. As part of the Project, Caltrans, in association with the Tulare County Association of Governments, proposes to construct a new interchange or reconstruct an existing interchange on State Route 99 between 0.9 mile north of the Avenue 200 overcrossing and 0.5 mile north of the Paige Avenue overcrossing near the City of Tulare in Tulare County.

As part of the Initial Study, Caltrans evaluated four build alternatives (1A, 1C, 2, and 3) and a no-build alternative. This Project is significant to Lehigh because the Initial Study states that all four build alternatives would result in the taking of Lehigh's Plant. However, after reviewing the Initial Study and figures provided therein, it appears to Lehigh that Alternative 3 would not require Caltrans to acquire any portion of Lehigh's Plant.² Additionally, it appears that Alternatives 1A and 1C could be completed by Caltrans without requiring the complete taking of

¹ The Initial Study refers to Lehigh's ready-mix concrete batch plant incorrectly as a "cement batch plant." This error should be corrected in future documents.

² Based on Lehigh's review of the Initial Study maps, please clarify if any portion of Lehigh's Plant would be impacted by Alternative 3.

{0007467.J }

3001 Lava Ridge Court, Suite 120 - Roseville, CA 95661 • Ph. 916.462.8888 • Fax 916.788.0290 • www.mitchellchadwick.com

1

2

January 25, 2019
Page 2

Lehigh's Plant. In fact, with some slight design revisions to Alternatives 1A and 1C, it appears that Caltrans could totally avoid Lehigh's Plant. For the reasons discussed below, under no circumstances should Caltrans approve Alternative 2.

At this time, no preferred alternative has been selected by Caltrans. (Initial Study p. 11.) Because Alternative 3 does not seem to require Caltrans to acquire Lehigh's Plant, which acquisition would come at significant cost to Caltrans and would necessitate the relocation of the Plant with related environmental impacts, Lehigh strongly urges Caltrans to select Alternative 3. Alternatively, because Alternative 1A looks as though it can be redesigned to be completed without affecting the Plant operations, Lehigh asks that Caltrans select Alternative 1A, if Caltrans refuses to select Alternative 3.

In addition, given the environmental impacts related to relocating the Plant, Lehigh believes to do so requires that Caltrans prepare an environmental impact report for the Project, not a mitigated negative declaration, if Alternatives 1A and 1C are not redesigned or if Caltrans selects Alternative 2.

A. Caltrans Needs to Clarify the Impacts, If Any, of Alternatives 1A, 1C, and 3 on the Plant

As stated above, the Initial Study states that Alternatives 1A, 1C, 2, and 3 would all require the taking of Lehigh's Plant. (Initial Study pp. v, 21.) This statement appears to be factually incorrect. As an initial matter, Lehigh would like Caltrans to clarify that Alternative 3 would not necessitate the taking of Lehigh's Plant. Lehigh has reviewed both the narrative description of Alternative 3 and Figure A-4 (Initial Study pp. 1, 140), and it appears that Alternative 3 as proposed would not require Caltrans to acquire the Plant. Additionally, Lehigh believes that Alternatives 1A and 1C could be constructed with only minor redesigns to avoid Lehigh's Plant.³ Thus, Lehigh requests that Caltrans explain why it would be necessary for Caltrans to acquire the Plant under Alternatives 1A, 1C, and 3. Further, the Initial Study does not specify whether Caltrans would need to acquire the entire Plant for each alternative, or only a portion. The Initial Study's own maps of Alternatives 1A and 1C (Initial Study pp. 137-138) show only small portions of Lehigh's Plant being impacted by the Project. Lehigh therefore also requests that Caltrans provide narrative and mapping clarity regarding exactly how much of the Plant site would need to be taken, if any, under each alternative.

3

³ It appears that the southbound ramp from State Route 99 to Commercial Avenue under Alternatives 1A and 1C could be redesigned to the same configuration as the northbound 99 offramp, thus entirely avoiding the southbound offramp's impact on the Plant. Likewise, it appears that the southerly extension of Blackstone Street under Alternatives 1A and 1C could initiate its westerly turn slightly to the south of its current commencement, also thereby entirely avoiding Lehigh's Plant.

4

January 25, 2019

Page 3

The Initial Study refers to a Community Impact Assessment that was prepared for the Project in August 2018. (Initial Study p. 21.) Please provide us with a copy of this assessment.

B. Under Eminent Domain Principles, Caltrans Must Pay Lehigh for Fair Market Value of Property Taken and Loss of Business Goodwill

5

Under California law, the owner of property acquired by eminent domain is entitled to compensation. (Cal. Constitution Art. 1, §19; Cal. Code of Civ. Proc. §1263.010.) This compensation includes both compensation for the fair market value of the property taken and payment for loss of business goodwill. (Cal. Code of Civ. Proc. §§1263.310, 1263.510.) "Goodwill" is defined quite broadly as "the benefits that accrue to a business as a result of its location, reputation for dependability, skill or quality, and any other circumstances resulting in probable retention of old or acquisition of new patronage." (Cal. Code of Civ. Proc. §1263.510, subd. b.) Section 1263.510 was enacted by the California legislature in 1975 as part of a comprehensive revision of eminent domain law in California. A primary reason that Section 1263.510 was enacted was to provide monetary compensation for the kinds of losses which typically occur when a business is forced to move and give up the benefits of its former location. (*People ex. Rel. Dept. of Transportation v. Muller* (1984) 36 Cal.3d 263, 270.)

The Plant has operated in this location since 2001 and has a well-established market position. During this time, Lehigh has serviced the regional ready-mix concrete needs and built up goodwill with its customers. If Caltrans does take Lehigh's Plant through eminent domain and Lehigh is forced to relocate its Plant, Lehigh would suffer significant business goodwill losses. A relocated batch plant in a new location would require Lehigh to obtain a new permit to operate from the City of Tulare. This new permit would be expensive to obtain, would carry more onerous restrictions, and would have a significant effect on Lehigh's Plant operations, all of which would lead to a significant loss in profits. Additionally, Lehigh's Tulare batch plant is currently in a key location, allowing for servicing the local market as well as many nearby consumer markets. The Plant's easy access to State Route 99 saves time on deliveries, and in ready-mix concrete deliveries every minute is critical to profitability. Relocating the batch plant would almost certainly lead to a significant decline in profitability due to being in a less desirable location. On top of compensating Lehigh for business goodwill losses for the Plant, Caltrans would also be required to pay Lehigh for the fair market value of the property taken and the diminution in value of the remainder of the property. (Cal. Code of Civ. Proc. §1263.310.)

The exercise of the eminent domain power requires a finding of necessity. (Cal. Code Civ. Proc. §1240.110.) To make such a finding, a public agency must establish that: 1) the public interest and necessity require the project; 2) the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; and 3) the property sought to be acquired is necessary for the project. (Cal. Code Civ. Proc. §1240.130; *Santa Cruz County Redevelopment Agency v. Izant* (1995) 37 Cal.App.4th 141, 148.) This means that under

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eminent domain principles, Caltrans is not allowed to condemn the entire Plant, if e.g. under Alternatives 1A and 1C Caltrans can instead slightly redesign the Project. (Cal. Code Civ. Proc. §1240.130.) In addition, even with no redesign, Caltrans is not legally allowed to condemn the entire Plant for Alternatives 1A or 1C when only small portions of the Plant would be necessary. (*Id.*)

The taking of an entire Plant is extremely costly, and Caltrans should consider this cost as it decides on a preferred alternative. Lehigh has recently had two other sites taken via eminent domain by Caltrans in association with the High-Speed Rail Project. These sites were located in Fresno County. After failing to reach a consensus on property valuation with Caltrans, Lehigh engaged in litigation, which resulted in Caltrans paying Lehigh millions of dollars in compensation for each of the two takings. Should Caltrans eventually pursue Alternative 2, Caltrans would have to compensate Lehigh for the loss of its Tulare batch plant or, if Alternatives 1A or 1C are pursued without a redesign, Caltrans would have to compensate Lehigh for its adverse effect on its Plant. Caltrans should avoid this significant cost and the cost of litigation by selecting an alternative that does not result in the taking of the Plant.

C. The Initial Study Should Provide a More Robust Analysis of the Environmental Effects of Relocation of Lehigh's Ready-Mix Concrete Batch Plant

6

In the Initial Study, Caltrans has proposed four build alternatives and one no-build alternative, but a preferred alternative has not yet been selected. According to the Initial Study, Alternatives 1A, 1C, and 2 all require the taking of Lehigh's existing Plant. These alternatives therefore, according to the Initial Study, necessitate the relocation of Lehigh's concrete batch plant to a new area of the County, perhaps in an area that is currently used for open space or agricultural uses. This relocation would result in new environmental impacts related to siting and developing a brand-new ready-mix plant. Under CEQA, public agencies "should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures which would substantially lessen the environmental effects" of the project. (Cal. Pub. Res. Code § 21002.) Lehigh believes that the environmental effects of relocating its batch plant would be significant. These potential effects should be considered in the Initial Study and could be avoided by selecting Alternative 3.

D. The CEQA Document Prepared for the Project Should be an EIR

7

The Initial Study is 181 pages long, which is closer to the length of some environmental impact reports ("EIR"). After 181 pages of analysis in the Initial Study, Caltrans concludes that with mitigation measures, there will be no significant effect on the environment. This conclusion allows Caltrans to avoid preparing an environmental impact report ("EIR") under CEQA. But, as discussed above, the Initial Study does not analyze the potential environmental impacts related to the forced relocation of Lehigh's Plant. Lehigh believes that this relocation alone could cause

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January 25, 2019

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significant environmental impacts. These potential impacts could include an increase in distance traveled by trucks going to and from the relocated plant and impacts to prime agricultural land⁴, depending on where the new plant is sited.

Further, the Initial Study does not adequately discuss potential significant impacts to listed species. The blunt-nosed leopard lizard was identified by the U.S. Fish and Wildlife Service as a species that may occur in the Project area. (Initial Study, Appendix F.) The Initial Study determines that because there is no burrowing habitat onsite, there will be no impacts to the lizard. However, the Initial Study does not mention or provide any analysis of the fact that the blunt-nosed leopard lizard is a fully protected species under California law, and no take is allowed of this species. (Cal. Fish and Game Code §5050.) Under CEQA, where there is substantial evidence that a project may have a significant effect on the environment, the lead agency is required to prepare an EIR. (14 CCR §15064.) Given the significant effects on the environment that would be caused by Caltrans take of the Plant and the Plant's relocation, Lehigh believes that Caltrans should prepare a full EIR for this project.

E. Alternatives 1A and 3 Provide Multiple Benefits

In addition to the fact that Alternatives 1A and 3 could be accomplished without significantly impacting operations at Lehigh's Plant, these alternatives also provide a range of other benefits. For example, Alternatives 1A and 3 are less expensive than Alternative 2. The total cost of both phases of Alternative 2 is \$103 million versus a total cost of \$72 million for Alternative 1A and a total cost of \$77 million for Alternative 3 (all rounded to the nearest million). (Initial Study p. 1.) Additionally, Alternatives 1A (42 acres) and 3 (45 acres) would disturb significantly less acreage as compared to Alternative 2 (82 acres). (Initial Study p. 39.) Finally, choosing an alternative that allows the Plant to remain operational in its current location would be beneficial to Caltrans and the public, as concrete made at the Plant could be used for the Project's construction with very short haul distances, thus reducing truck vehicle miles traveled (VMTs), and the related greenhouse gas and criteria air pollutant emissions.

Conclusion

In conclusion, Lehigh believes that taking its Tulare Plant would be both very costly to Caltrans and environmentally damaging. The Plant has operated for at least 18 years, currently has a favorable operating permit that would not relocate with the Plant, and is very profitable. These factors all increase the business goodwill for which Lehigh must be compensated. In addition, the Initial Study has failed to evaluate the environmental impacts of relocating the Plant. Caltrans' acquisition of the Plant would cause greenfield site impacts, as Lehigh must find a new location for the Plant. Due to these considerations not included in the Initial Study, Lehigh urges

⁴ Tulare County farmland is some of the most productive farmland in the United States.

{00037467;1}

8

9

10

January 25, 2019
Page 6

Caltrans to adopt Alternative 3 as its preferred alternative. Alternatively, if as Lehigh suspects, Alternative 1A could be redesigned so as to not affect the Plant's operations, Caltrans could select Alternative 1A. Should Caltrans select either Alternative 1A or 1C, Lehigh requests that those alternatives be modified as follows so as to avoid Lehigh's Plant:

- 1) Commence the southbound offramp from State Route 99 to Commercial Avenue slightly further south to avoid the Plant's eastern boundary;
- 2) Reconfigure the connection of the Blackstone Street southerly connection to Commercial Avenue to avoid the Plant's western boundary; and
- 3) Include the construction of a sound wall in between the southbound offramp and the Plant to limit noise impacts to Lehigh's Plant.

Please contact me or Sarah Taylor at my firm with any questions.

Sincerely yours,

MITCHELL CHADWICK LLP


Patrick G. Mitchell

Cc: Ana Damonte (Lehigh)
Sarah Taylor (Mitchell Chadwick)

{00057467.1 }

Response to Comments from Mitchell Chadwick

Thank you for your January 25, 2019 letter with comments regarding the Tulare 99 Interchange project.

1. Under footnote 1: Your comment regarding the correct reference for the Lehigh's ready-mix concrete batch plant is noted. Identification to this business as the Lehigh's ready-mix concrete batch plant will be updated in the final environmental document.

2. Under footnote 2: Under Alternative 3 there is an impact along the east side of the parcel of the Lehigh's ready-mix concrete batch plant, adjacent to State Route 99 for accommodating roadway drainage runoff.

3. Under subheading *A. Caltrans needs to clarify the impacts, if any of Alternatives 1A, 1C and 3 on the Plant*: Recent right of way estimates were not available at the time the draft environmental document was circulated to the public. These estimates show that partial property acquisition of Lehigh's ready-mix concrete batch plant will be required under Alternatives 1A, 1C and 3. Alternative 1A will require 1 acre from Lehigh's ready-mix concrete batch plant which includes an outdoor advertising sign, 24 trees and possibly a portion of an onsite drainage basin. Alternative 1C will require 1 acre from Lehigh's ready-mix concrete batch plant which includes an outdoor advertising sign, 24 trees and possibly a portion of an onsite drainage basin. Alternative 3 will require 0.30 acre from Lehigh's ready-mix concrete batch plant which includes an outdoor advertising sign. The trees and drainage basin will not be affected under Alternative 3. None of these alternatives consider access impacts, as the Right of Way estimator considered that the remainder of the property after acquisition under Alternatives 1A, 1C and 3 would have continued access. The final environmental document will be updated to reflect these most recent right of way estimates of acreage acquisitions for the Lehigh's ready-mix concrete batch plant.

The hard copy of the Community Impact Assessment for the Tulare 99 Interchange project was sent to Mitchell Chadwick on April 4, 2019.

4. Under footnote 3: The proposed southbound off-ramp to Commercial Avenue is designed per current design standard. Moving the ramp to the south will introduce non-standard design features which will be deviated from current design standard policies. Therefore, southbound off-ramp will not be moved further to the south. Currently, the design for the new interchange off-ramp is still at preliminary phase. Detailed design is needed to further minimize the impact to the east side of the parcel. Caltrans will work with City of Tulare to minimize the west side of the parcel's impact at Blackstone Street extension.

5. Under subheading *B. Under Eminent Domain principles, Caltrans must pay fair market value of property taken and loss of business goodwill*: Caltrans is only able to condemn right of way required for the project, unless the Grantor explicitly requests Caltrans to include the remainder as excess land in the eminent domain action. In the case of Alternatives 1A, 1C and 3, if Caltrans and the property owner are unable to resolve differences, and condemnation becomes necessary, Caltrans would initially seek a Resolution of Necessity on the required right of way only. Caltrans does not appraise business value and loss of business goodwill unless the business owner files a claim for loss of business goodwill. The business owner has the burden of proof for loss of goodwill.

Recent right of way estimates show that 1 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 1A, 1 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 1C, and 0.3 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 3. None of these alternatives consider access impacts, as the Right of Way

estimator considered that the remainder of the property after acquisition under Alternatives 1A, 1C and 3 would have continued access.

6. Under subheading C, *The Initial Study should provide a more robust analysis of the environmental effects of the relocation of Lehigh's ready-mix concrete batch plant*: If the local agency (County of Tulare or City of Tulare) Planning Department will not allow relocation of the business, then the business may opt to either close, or relocate to another part of the State, or even out of State. The Relocation Assistance Program's main purpose is to provide benefits to residential displaces and is not meant to make businesses "whole." Compensation for loss of business goodwill may help in this regard, and when Caltrans begins the appraisal of the property, the business owner will be provided with information on how to claim loss of business goodwill.

Recent right of way estimates show that 1 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 1A, 1 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 1C, and 0.3 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 3. None of these alternatives consider access impacts, as the Right of Way estimator considered that the remainder of the property after acquisition under Alternatives 1A, 1C and 3 would have continued access. Right of way acquisitions under Alternatives 1A, 1C, 2 and 3 for the Tulare 99 interchange project will not require full acquisition of Lehigh's ready-mix concrete batch plant.

7. Under subheading D, *The CEQA document prepared for the project should be an EIR*: According to CEQA, an EIR must be prepared whenever there is substantial evidence, in light of the whole record, that a project may have a significant effect on the environment. A significant effect on the environment is a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including but not limited to land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. Caltrans utilized the CEQA environmental checklist in Chapter 3 and supporting technical studies as referenced in this Initial Study to determine that the Tulare 99 Interchange Project will not cause a significant impact to the environment.

Recent right of way estimates show that 1 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 1A, 1 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 1C, and 0.3 acre will be required from Lehigh's ready-mix concrete batch plant property for Alternative 3. Under Alternative 2, 6.85 acres will be acquired from Lehigh's ready-mix concrete batch plant property. Access impacts were not considered for Alternatives 1A, 1C and 3, because the remainder of the property after acquisition would have continued access, based on Right of Way estimates. Alternative 2 will require full acquisition of the Lehigh's ready-mix concrete batch plant property. Alternatives 1A, 1C, and 3 for the Tulare 99 interchange project will not require full acquisition of Lehigh's ready-mix concrete batch plant. The project provides

alternatives that would not require full acquisition of the Lehigh's ready-mix concrete batch plant property.

You are correct to mention that the blunt-nosed leopard lizard is identified by the California Department of Fish and Wildlife as a fully protected species. However, based on a thorough literature search and habitat assessment, a no-effect determination was made for blunt-nosed leopard lizard. A site assessment/ground-level reconnaissance survey was conducted on December 15, 2017 by Caltrans biologists Dena Gonzalez and Roland Garcia. Subsequent visits were conducted by Caltrans biologists on February 2, 2018, April 24, 2018 and May 1, 2018. No burrowing habitat was observed on-site. Agricultural fields, the World Ag Expo, light industrial businesses including trucking and Lehigh's ready-mix concrete batch plant with basin, ruderal vegetation, commercial and residential structures, and some bare ground occur in the project area. Roadside vegetation present is ruderal due to native vegetation being heavily modified or completely removed by disturbance from previous construction activities and agricultural operations. The project area does not have suitable habitat for the blunt-nosed leopard lizard. As per the California Natural Diversity Database, the only known occurrence of blunt-nose leopard lizard in the area is dated 1974 and approximately 9.6 miles away from the Lehigh's ready-mix concrete batch plant.

8. Under subheading E, *Alternatives 1A and 3 provide multiple benefits*: All comments received during the public circulation period for the draft environmental document, including your comment identifying the multiple benefits of Alternatives 1A and 3 will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

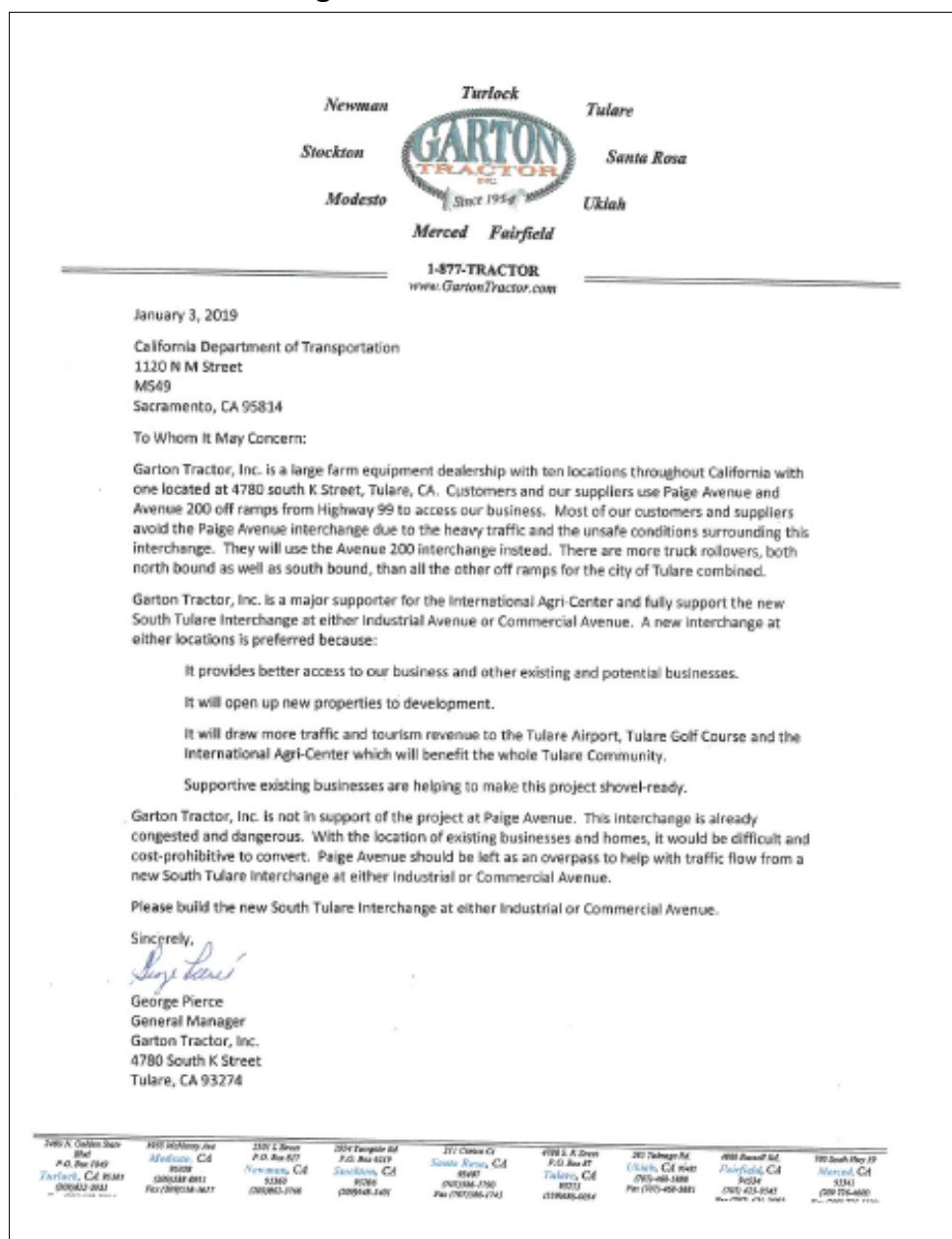
9. Under subheading *Conclusion*: The proposed southbound off-ramp to Commercial Avenue is designed per current design standard. Moving the ramp to the south will introduce non-standard design features which will be deviated from current design standard policies. Therefore, southbound off-ramp will not be moved further to the south. Currently, the design for the new interchange off-ramp is still at preliminary phase. Detailed design is needed to further minimize the impact to the east side of the parcel. Caltrans will work with City of Tulare to minimize the west side of the parcel's impact at Blackstone Street extension.

For highway transportation projects with Federal Highway Administration involvement (and Caltrans, as assigned), the Federal-Aid Highway Act of 1970 and its implementing regulations (23 Code of Federal Regulations 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations include noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The noise abatement criteria differ depending on the type of land use under analysis. The Lehigh ready-mix concrete batch plant land use is identified as Activity F, manufacturing. There are no noise abatement criteria for land uses described under Activity F. Please refer

to Chapter 2, section 2.25 of the final environmental document for detailed discussion on noise impacts.

10. Under footnote 4: You are correct in stating that Tulare County farmland is some of the most productive farmland in the United States. An analysis of impacts to agricultural land is included in *Chapter 2.1.3 Farmland*. A Farmland Conversion Impact Rating Form was provided to the National Resource Conservation Service in Tulare County which identifies farmland acreage conversions and land evaluations per alternatives.

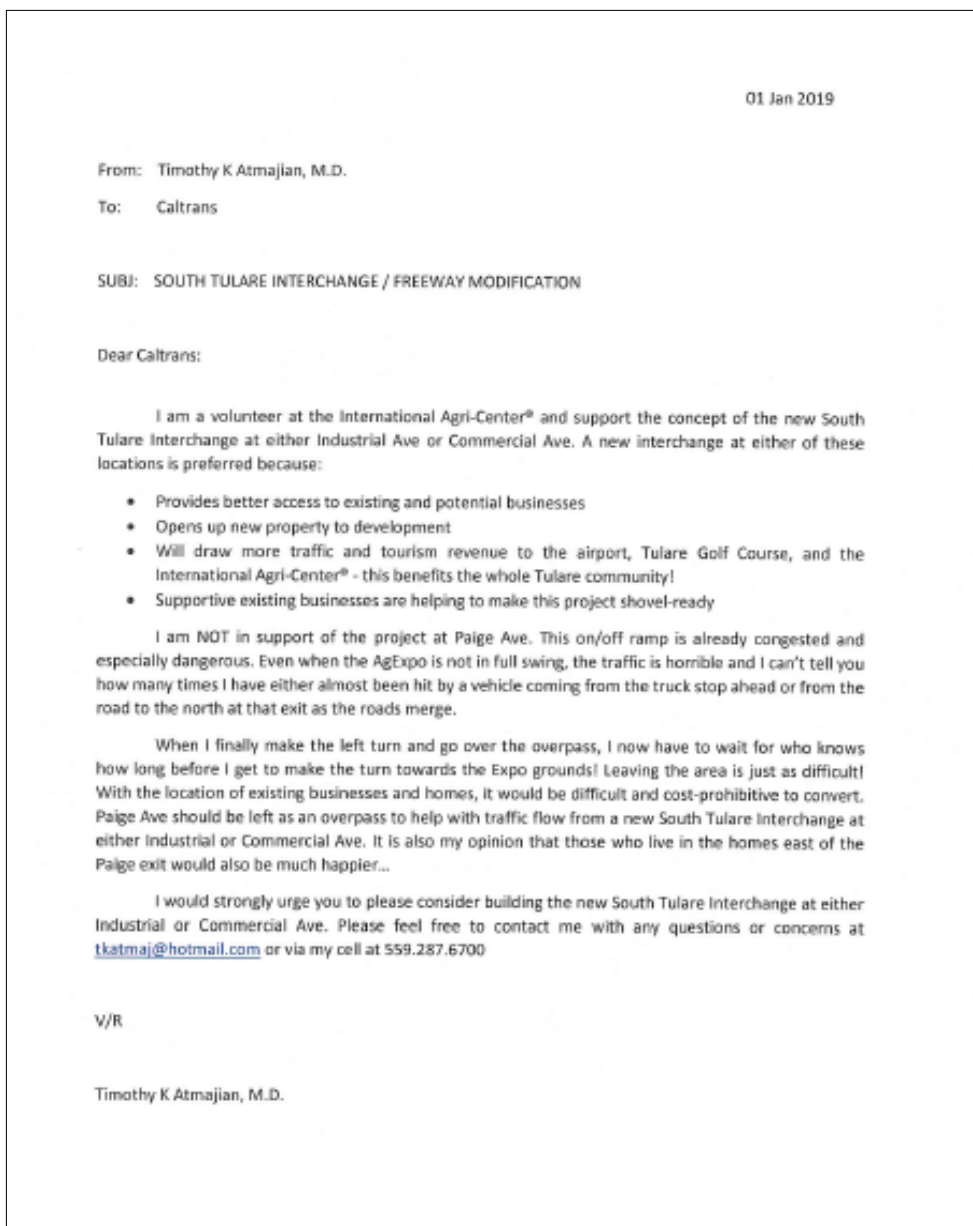
Comment from George Pierce



Response to Comment from George Pierce

All comments received during the public circulation period for the draft environmental document, including your comment in support of the South Tulare interchange at either Industrial or Commercial Avenues will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

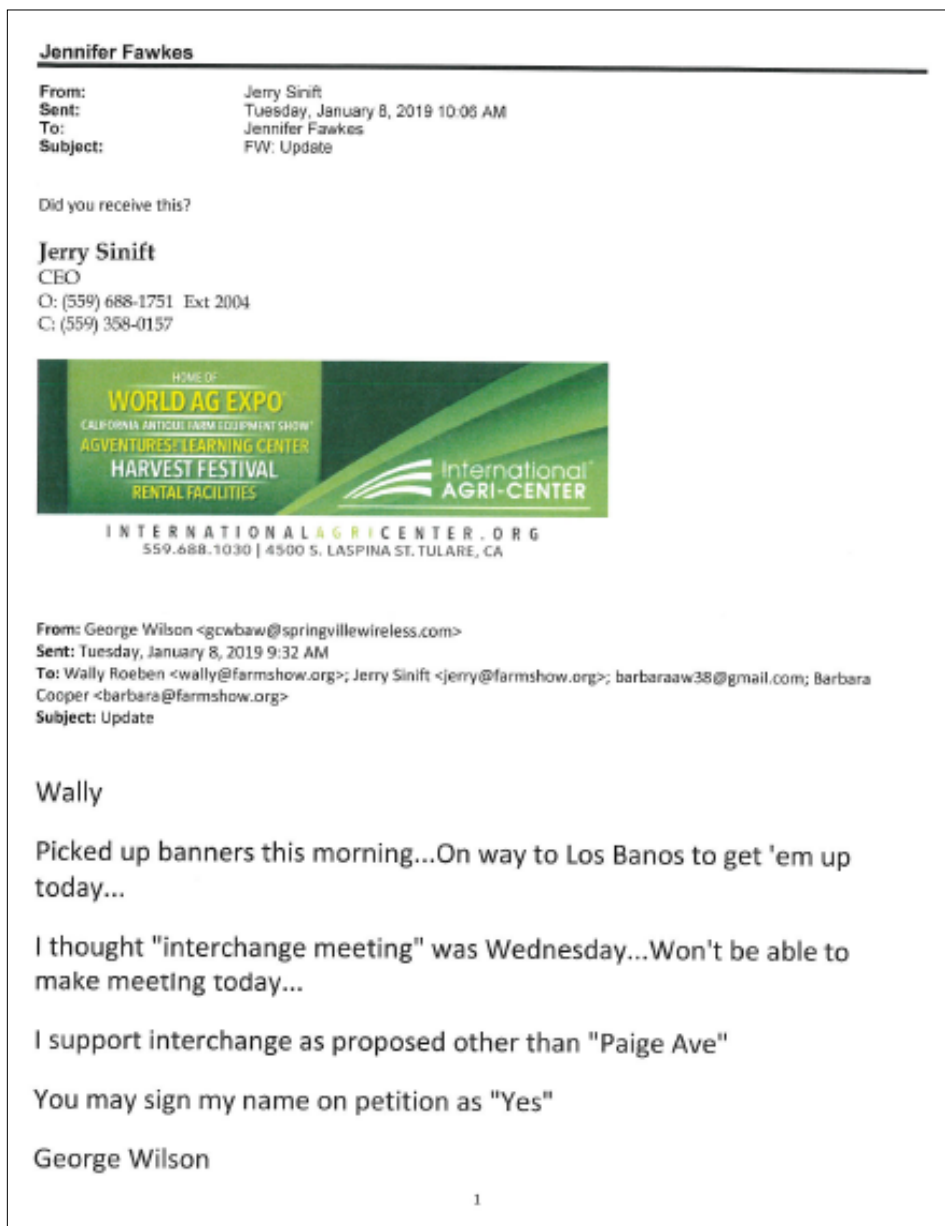
Comment from Timothy K. Atmajian, M.D.



Response to Comment from Timothy K. Atmajian, M.D.

All comments received during the public circulation period for the draft environmental document, including your comment supporting the South Tulare interchange at either Industrial or Commercial Avenues will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from George Wilson



Response to Comment from George Wilson

All comments received during the public circulation period for the draft environmental document, including your comment supporting the interchange location other than at Paige Avenue will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Lionel Pires



Response to Comment from Lionel Pires

All comments received during the public circulation period for the draft environmental document, including your comment supporting the interchange at Commercial Avenue will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Comment from Rick Shuffield (2 pages)



10501 North Pennsylvania
P.O. Box 26210
Oklahoma City, OK 73126

January 21, 2019

G. William Trias Norris III
Senior Environmental Planner
California Department of Transportation

Via Email Delivery: trias.norris@dot.ca.gov

RE: Tulare Build Alternatives "Tulare 99 Interchange Project"

Mr. Norris

First of all, thanks to the State of California and the City of Tulare for finally addressing the situation. I think it is important to provide some history, in the event you are not familiar with the past discussion of this project.

Love's worked with CalTrans and the City of Tulare more than 10 years ago, as part of those efforts, we redesigned our project to accommodate, what was planned to be the future reworking of the Paige Avenue Interchange. We moved our site plan around to ensure that the pending improvements would not interfere with our operations and allow the reconstruction of the interchange to occur. In doing so, we did not have our optimum site presentation and wasted prime development land in the process, all with the assurance the improvements would be made.

After a thorough review of the options, there are only two options that would work for us in order to remain a viable business, those include the reworking of the existing Paige Avenue Interchange, Alternative 3, which would be our first choice, which was the expected course of action when we decided to spend millions of dollars to locate in the City. The second option Alternative 1A, which would be not be as desirable, but would allow us to remain in operations.

I want to bring to your attention, one item that was not considered in part of this document, is the dire shortage of truck parking spaces along this corridor. This shortage could be exacerbated and create a real safety concern if other options are chosen, not only will it impact our ability to be a going concern, but believe it would be very negative to a newly approved Pilot Travel Center at the same interchange

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(800) 388-0983 / www.loves.com / "clean places, friendly faces"



10601 North Pennsylvania
P.O. Box 26210
Oklahoma City, OK 73126

We are asking CalTrans and the City to consider the existing businesses who invested in the City and who have contributed a very large and stable tax base for the City to consider this in the decision making process of which option to proceed with.

Sincerely,

Rick Shuffield
VP Real Estate & Development

Cc: Traci Myers tmayers@ci.tulare.ca.us
Community Development Deputy Director City of Tulare

(800) 388-0983 / www.loves.com / "clean places, friendly faces"

Response to Comment from Rick Shuffield

1. All comments received during the public circulation period for the draft environmental document, including your comment regarding Alternative 3 and Alternative 1A will be considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

2. The City of Tulare is responsible for creating truck parking spaces. The City of Tulare Planning Department would be the point of contact regarding parking spaces.

Transcript Comment from Ms. Patty Colson

Atkinson-Baker, Inc.
www.depo.com

1 TUESDAY, JANUARY 8, 2019; TULARE, CALIFORNIA
2 5:32 P.M.
3 MS. PATTY COLSON: At the intersection of
4 Blackstone and Paige Avenue, the signage needs to be
5 bigger when you come out of Love's telling them where
6 to get in the southbound lanes of Highway 99. If the
7 signage is not correct, they mistakenly make the wrong
8 turn and then go down Paige Avenue and have to turn
9 around in the traffic to get back to the southbound
10 lane onramp.
11 Also, I favor 1C, because it doesn't
12 displace as many businesses. For the alternative, I
13 like Map C. I like the neon signs, all the caution
14 signs. All their signs should be neon yellow. And at
15 Paige Avenue, where the southbound traffic goes off on
16 Paige, they need a big sign there that says "Slow,
17 Dangerous Curve" or something, because the trucks flip
18 over on their side. They come off the freeway too
19 fast and flip onto their side.
20 -o0o-
21 MR. COURTNEY ROCHE, JR.: I'm Courtney Roche,
22 Jr. I represent Roche Oil Inc., 1120 East Paige
23 Avenue, which is on the southbound exit of Paige and
24 99. We started our business there in 1974. We've
25 been there before any other businesses were in the

4

Transcript of Proceedings
January 8, 2019

Response to Transcript Comment from Ms. Patty Colson

Every freeway offramp belonging to Caltrans is routinely monitored for unusual patterns of traffic collisions. If an unusual pattern is called to the Department's attention, that location will be further investigated in detail. For now, the Department believes the existing signs are appropriate. However, Office of Traffic Investigations will review the collision history of this offramp and may consider changes as may apply.

All comments received during the public circulation period for the draft environmental document, including your comment regarding Alternative 1C were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Transcript Comment from Mr. Courtney Roche Jr. (2 pages, 1 of 2)

Atkinson-Baker, Inc.
www.depo.com

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4

Transcript of Proceedings
January 8, 2019

Transcript Comment from Mr. Courtney Roche Jr. (2 pages, 2 of 2)

Atkinson-Baker, Inc.
www.depo.com

1 area. So we just we really want Paige Avenue offramps
2 and onramps to stay open for many years to come. We
3 need to have that for our business.

4 -o0o-

5 COURTNEY ROCHE, SR.: I'd like to see Paige
6 stay open. We've been there since 1974 when nobody
7 was there, and the plans have changed since the city
8 told us the plan was going to be different. Now it's
9 changing again and we'd still like to keep it open.
10 We have a lot of customers. And we started with one
11 employee and now we have 25 employees. Thank you.

12 -o0o-

13 MR. STEVE FARIA: My comment's the 1A. I think
14 the 1A would be a benefit for the community for access
15 and development.

16 -o0o-

17 MR. MIKE FARIA: So I looked at all the
18 different options, and to me it's a no brainer. And
19 that is 1A, because with 1A, commercial is a little
20 further from the congestion of Love's and everything
21 that's over there, and it also leaves Paige open. I
22 can't imagine any of these options that close Paige
23 on- and off-ramps, unless commercial is built first.
24 Because Paige no on- and off-ramps would kill the
25 town. So for me, 1A makes the most sense. I think

5

Transcript of Proceedings
January 8, 2019

Response to Transcript Comment from Mr. Courtney Roche Jr.

All comments received during the public circulation period for the draft environmental document, including your comment regarding Paige Avenue were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project. The existing ramps at Paige Avenue would remain open.

Transcript Comment from Mr. Courtney Roche Sr.

Atkinson-Baker, Inc.
www.depo.com

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Transcript of Proceedings
January 8, 2019

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Transcript Comment from Mr. Steve Faria

Atkinson-Baker, Inc.
www.depo.com

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Transcript of Proceedings
January 8, 2019

Response to Transcript Comment from Mr. Steve Faria

All comments received during the public circulation period for the draft environmental document, including your comment regarding 1A were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Transcript Comment from Mr. Mike Faria (2 pages, 1 of 2)

Atkinson-Baker, Inc.
www.depo.com

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Transcript of Proceedings
January 8, 2019

Transcript Comment from Mr. Mike Faria (2 pages, 2 of 2)

Atkinson-Baker, Inc.
www.depo.com

1 everybody should be happy, because Paige remains the
2 same while they are building commercial. And
3 commercial, the design looks beautiful.

4 -o0o-

5 MS. SUSAN DUYST: I would just like to comment
6 that I would like to see Paige stay open for the
7 benefit of the community and the businesses that have
8 contributed. I'm a part of Roche Oil at 1120 East
9 Paige. We moved there in the '70s, and we employ
10 about 25 people. And they all love working there, and
11 I think that we've improved the area, along with
12 Love's. And we bring in a lot of sales tax. And I
13 just think it would be best for the community to keep
14 Paige open.

15 -o0o-

16 (End of hearing at 6:44 p.m.)

17 -o0o-

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Transcript of Proceedings
January 8, 2019

Response to Transcript Comment from Mr. Mike Faria

All comments received during the public circulation period for the draft environmental document, including your comment regarding 1A were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project.

Transcript Comment from Ms. Susan Duyst

Atkinson-Baker, Inc.
www.depo.com

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Transcript of Proceedings
January 8, 2019

Response to Transcript Comment from Ms. Susan Duyst

All comments received during the public circulation period for the draft environmental document, including your comment regarding Paige Avenue were considered by the project development team. After completion of the public circulation period, the project development team met and selected Alternative 1A as the preferred alternative for the Tulare 99 Interchange project. The existing ramps at Paige Avenue would remain open.

Appendix I FHWA Air Quality Conformity Letter



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

April 1, 2019

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

In Reply Refer To:
HDA-CA

Sharri Bender Ehlert, Director
California Department of Transportation
District 6
855 M Street, Suite 200
Fresno, CA 93721

Attention: Maya Hildebrand

Dear Ms. Bender Ehlert:

SUBJECT: Project Level Conformity Determination for the Paige Avenue Interchange Project (RTP ID CT-RTP07-014)

On March 8, 2019, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a complete request for a project level conformity determination for the Paige Avenue Interchange Project. The project is in an area that is designated Non-Attainment or Maintenance for Ozone and Particulate Matter (PM₁₀, PM_{2.5}).

The project level conformity analysis submitted by Caltrans indicates that the project-level transportation conformity requirements of 40 CFR Part 93 have been met. The project is included in the Tulare County Association of Governments' (TCAG) current Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), as amended. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 CFR 93.116 and 93.123, the localized PM_{2.5} and PM₁₀ analyses are included in the documentation. The analyses demonstrate that the project will not create any new violations of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Paige Avenue Interchange Project conforms with the State Implementation Plan (SIP) in accordance with 40 CFR Part 93.

If you have any questions pertaining to this conformity finding, please contact Joseph Vaughn at (916) 498-5346 or by email at Joseph.Vaughn@dot.gov.

Sincerely,

Tashia J. Clemons
Director, Planning and Environment

List of Technical Studies

Air Quality Report

Community Impact Assessment

Noise Study Report

Water Quality Report

Natural Environment Study, Minimal Impacts

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment
- Preliminary Site Investigation

Scenic Resource Evaluation/Visual Assessment

Paleontology Evaluation Report

Memorandum**To:** Neil Bretz**Date:** 10/9/2018**Attn:** Irene Lee**File:** CD 06 EA 0U8800**Alt** REV-1A**Co** TUL **RTE** 99

Ernie Penuna

DESCRIPTION:

Construct a new interchange; construct auxiliary lanes on Route 99 between proposed Commercial Avenue interchange and existing Paige Avenue interchange

From: Department of Transportation
Division of Right of Way Central Region**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 7/18/2018

The following assumptions and limiting conditions were identified:**Parcels**

It is assumed that all properties involved will have the same prior access, during and after construction. If any of these properties no longer have access, the cost of the project would increase significantly so a new estimate should be requested. Additional right of way requirements are anticipated, but not defined due to the preliminary nature of the early design requirements.

Utility

There are several utilities within the project area. Per the information from the Right of Way Data Sheet Request and Engineer, it is anticipated that the only utility involvement is the adjustment of the water valves and manhole covers. There is a high pressure gas line, an electric underground line, along the West side of K Street, an AT&T communication line, sewer water line, and a water line, which is anticipated to be protected in place.

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:


DAVID SHERMAN

Senior Right of Way Agent

(559) 445-6225

Right Of Way Cost Estimate

	Current Year 2018	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2022
Acquisition:	\$11,562,781	25%	5%	\$14,054,633
Mitigation:	\$179,388	25%	5%	\$218,047
State Share of Utilities:	\$75,625	25%	5%	\$91,923
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$4,551	25%	5%	\$5,532
Title and Escrow:	\$148,440	25%	5%	\$180,430
Ad Signs:	\$56,560	25%	5%	\$68,749
Total Current Value:	\$12,027,345			\$14,619,313
If RW Cost Est fields are blank, Costs = \$0				

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW):

0 R/W LEAD TIME/Mo. 24

Cost Break Down

Pot Hole 53,000

Mitigation

Land
Bank 141,300
Permit Fees 2,210

Parcel Area

Total R/W Required: 48.39

Total Excess Area: 0

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	6
# of Const Permits:	0
# of Condemnations:	0

Utilities

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

Parcel Data

# of Parcel Type X:	0	
# of Parcel Type A: less than \$10,000 non-complex	8	
# of Parcel Type B: more than \$10,000 non-complex	8	
# of Parcel Type C: complex, special valuation	14	
# of Parcel Type D: most complex and time consuming	0	# of Duals Needed: 0
Totals:	30	Totals: 0

of Excess Parcels: 0

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time:	None

General Description of Railroad Involvement:

There is no RR facilities or R/W affected however, there is RR (UP) within the limits of the project. A clause will be provided to stay out of their R/W.

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

This project is in Tulare County on SR 99 from 0.9 miles north of the Avenue 200 OC to the Paige Avenue OC. This project is to construct a new interchange; construct auxiliary lanes on Route 99 between proposed Commercial Avenue interchange and existing Paige Avenue interchange. This project has a total of 35 parcels listed on the data sheet request form, 5 parcels belong to City of Tulare or Tulare County and are not included in the total parcel count since no money will be exchanged. All 30 parcels have partial acquisitions or temporary construction easements with various zoning of heavy industrial and light industrial and residential. There are two advertising signs on the project and various trees and business signs that require demo and clearance. It is assumed that all properties involved will have the same prior access, during and after construction. If any of these properties no longer have access, the cost of the project would increase significantly so a new estimate should be submitted.

General Description of Utility Involvement:

The scope of the work is to construct a new interchange at Commercial Avenue at 0.8 mile south from Paige Avenue OC and use existing Commercial Avenue from K Street, and to construct auxiliary lanes on Route 99. Also, to maintain or replace existing Paige Avenue OC structure and ramps. It is anticipated that several potholes will be done within the limits of the project and manhole covers and water valves will be adjusted to grade.

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 multi-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:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

Data for evaluation provided by:

Estimator:

Georgia Nevarez

8/30/2018

Railroad Liaison Agent:

Michelle Hernandez

10/8/2018

Utility Relocation Coordinator:

Teresa Cerda

9/28/2018

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

10/9/2018

BY: Sandra Sifuentes


 NICHOLAS G. DUMAS

Office Chief, Central Region Right of Way

Revised: 4/23/2019

Environmental Division Mitigation and Compliance Cost Estimate (M.C.C.E.)

This MCCE is for: **FED**

Oversight Project:

Dist - Co - Rte - PM: 06-TUL-099-26.300/27.600

EA (Proj ID): 06-0U880 (0616000074)

Project Name: TULARE INTERCHANGE PROJECT

Alternative #: 1, 2, AND 3

Project Manager: BRETZ, NEIL E

Phone Number: (559) 243-3465

MCCE Prepared By: Kay Goshgarian

Date: 4/23/2019

Phone Number: (559) 445-5321

Resource Item	232/332 Dollars	FY	Acres/Credits	ROW \$ Planned	FY	ROW \$ Actual	to be paid	Construction 042\$ (BEEs)	FY
Archaeological									
Extended Phase I	\$24,000	17/18					<input type="checkbox"/>		
Hazardous Waste									
ACP							<input type="checkbox"/>	\$3,000	
LCP							<input type="checkbox"/>	\$2,500	
soil/ACM disposal							<input type="checkbox"/>	\$150,000	
Phase 2 (R/W parcels)	\$600,000	18/19					<input type="checkbox"/>		
Paleontological									
Prepare PER/pPMP	\$10,000	17/18					<input type="checkbox"/>		
Finalize PMP	\$5,000	21/22					<input type="checkbox"/>		
Monitoring							<input type="checkbox"/>	\$150,000	22/23
Permit Fees									
CDFW Document Filing Fee				\$2,354.75	18/19		<input type="checkbox"/>		
NOI/NOT (Stormwater)							<input type="checkbox"/>	\$0	2023
TOTAL	\$639,000			\$2,354.75				\$305,500	

Comments (explanation and risk management plan attached)

Removed bank credits, mitigation parcel and wetland/riparian bank credits as project impacts have changed since originally scoped.

Approved By:


Environmental Branch Chief

Date: 4/23/2019

Right of Way Capital:


Right-of-Way Office Chief, Mitigation

Date: 4/25/19

If cultural and biology mitigation totals more than \$500,000:

Environmental Office Chief

Date: _____

Submitted to PM on: _____ Initial _____

Dist-County-Route: 06-Tul-99Post Mile Limits: 26.3/27.6Type of Work: Tulare Interchange ProjectProject ID (EA): 06-0U880 (0616000074)Program Identification: Local/400.100Phase: ☐ PID☒ PA/ED☐ PS&ERegional Water Quality Control Board(s): Central Valley (5) - Fresno OfficeTotal Disturbed Soil Area: 50 acresPost Construction Treatment Area: 0 acre

Alternative Compliance (acres): _____

Estimated Const. Start Date: 11/01/2023Estimated Const. Completion Date: 07/01/26Risk Level: RL 1 ☒RL 2 ☐RL 3 ☐WPCP ☐

Other: _____

Is the Project within a TMDL watershed?

Yes ☐ No ☒

TMDL Compliance Units (acres): _____

Notification of ADL reuse (if yes, provide date):

Yes ☐Date: _____ No ☒

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer stamp required at PS&E.


 Irene PuiYee Lee, Registered Project Engineer

3/27/19
 Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:


 Neil Bretz, Project Manager


3/27/19
 Date


 Sarabjit Deol, Designated Construction Representative

3/27/19
 Date

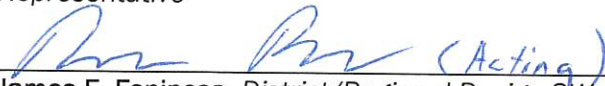

 Bill Moses, Designated Maintenance Representative

4/16/19
 Date


 Brad Cole, Designated Landscape Architect Representative

3/27/19
 Date


 [Stamp Required at PS&E only]


 James E. Espinosa, District/Regional Design SW Coordinator or Designee

4/23/19
 Date


Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-TUL 99-PM 26.3/27.6

TULARE INTERCHANGE PROJECT

PROJECT/EA NO: 0616000074-0/0U8800

April 3, 2019


Prepared For: ERNIE PENUNA, Design Senior
Office of Design I, Branch E

Prepared By: FLORENCIA ALLENGER

Concurred By:

Approved By:


JOEL AGUILAR, P.E.
District 6 – Traffic Management Chief


FLORENCIA ALLENGER
District 6 – TMP Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of Design I, Branch E dated March 26, 2019.

Attached is the TMP Data Sheet for the above referenced project. Per Deputy Directive 60-R2, TMP must be considered at the early stage of all projects and activities performed on the State Highway System. The following items shall be included in the project initiation document (PID) and/or Project Report(PR):

- 1) The TMP Data Sheet shall be attached.
- 2) Any costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet shall be included.
- 3) The following statements shall be included:

“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

ATTACHMENT H

“A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts, but yet early enough to make design changes/additions required for traffic mitigation.”

“Lane requirement charts and detailed TMP will be provided during PS&E stage.”

“Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work outside peak hours is anticipated for this project.”

If you have any questions, please feel free to contact Joel Aguilar at 559-779-6525 or Florencia Allenger at 559-488-4348.

Attachments:

- TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

COR/TE	TUL	99	PM	26.3/27.6	PROJ. NO.	0616000074
					EA. NO.	0U880
PROJECT NAME	Tulare Interchange Project					
PROJECT LIMIT	In Tulare county from 0.9 miles north of Avenue 200 Overcrossing to Paige Avenue Overcrossing					
PROJECT DESCRIPTION	Construct interchange					

A) The project includes the following:

(Check all that applicable type of facility closures.)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Highway or Freeway Lanes | <input type="checkbox"/> Freeway Off-ramps |
| <input checked="" type="checkbox"/> Highway or Freeway Shoulders | <input type="checkbox"/> Freeway On-ramps |
| <input type="checkbox"/> Freeway Connectors | <input checked="" type="checkbox"/> Local Streets |
| <input checked="" type="checkbox"/> Full/Complete Freeway/Highway Closure | |

B) Are there any construction strategies that can restore existing number of lanes?

☒ No ☐ Yes (Check all applicable strategies.)

- | | | |
|---|------------------------------|---|
| <input type="checkbox"/> Temporary Roadway Widening | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No (If yes, notify Project Manager) |
| Structure Involvement? | | |
| <input type="checkbox"/> Lane Restriping (Temporary narrow lane widths) | | |
| <input type="checkbox"/> Roadway Realignment (Detour around work area) | | |
| <input type="checkbox"/> Median and/or Right Shoulder Utilization | | |
| <input type="checkbox"/> Use of HOV lane as Temporary Mixed Flow Lane | | |
| <input type="checkbox"/> Staging Alternatives (Explain Below) | | |

C) Calculated Delay

(To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A or on all projects along Interstate 5 and Route 99)

- | | |
|--|-----------------|
| 1. Estimated Maximum Individual delay | _____ minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | _____ minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | _____ minutes |
| 4. Estimate Delay Cost (Most Applicable) | |
| <input type="checkbox"/> Extended Weekend Closure | |
| <input type="checkbox"/> Weekly (7 days) | |
| 5. Estimated Duration of Project Related Delays | _____ # of Days |
| 6. Cost of Construction Related delays | _____ |

TMP Estimates based on X-Number of Working Days
 requiring Lane/Shoulder/Ramp/Freeway/Highway Closures: 200 Working Days

Total Working Days to Construct the Project: 580 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: April 3, 2019

Design Senior: Ernie Penuna

Branch: E

Office of Design: 1

City/State: TUL 99

PM: 26.3/27.6 99

Project/EA No: 0616000074 0U880

D) Preliminary TMP Elements and cost: (Identify all elements and estimated costs that will be used to mitigate congestion resulting from the proposed construction activities.)

1. Public Information (BEES #066063)

- ☐ Brochures & Mailers
- ☒ Press Release/Media Alerts \$30,000
- ☐ Paid Advertisements
- ☐ Public Information Center/Kiosks
- ☐ Telephone Hotline
- ☒ Planned Lane Closure Website \$0
- ☐ Project Website
- ☐ Public Meetings
- ☒ Freight Travel Information \$0

2. Motorist Information Strategies

- ☒ Traffic Radio Announcements \$0
- ☐ Fixed CMS
- ☒ Portable CMS (BEES #128650) \$60,000
- ☐ Temporary Motorist Information Signs
- ☐ Ground Mounted Signs (Detour)
- ☐ Dynamic Speed Message Sign
- ☐ Highway Advisory Radio
- ☒ CT Hwy Infom. Network (CHIN) \$0

3. Incident Management

- ☒ Transportation Management Center \$0
- ☐ Traffic Management Team (TMT)
- ☐ Intelligent Transportation Systems
- ☐ Traff. Surveillance (Loop & CCTV)
- ☐ Helicopter Surveillance
- ☐ Tow/Freeway
- ☒ COZEPP (BEES #066062) \$400,000

4. Construction Strategies (In Addition to Elements Identified on Item B)

- ☒ Lane Requirement Chart \$0
- ☒ Construction Staging \$0
- ☒ Traffic Handling Plans \$0
- ☐ Full Facility Closures
- ☒ Local Road Closures \$0
- ☒ Lane Modifications \$0
- ☐ One-Way Reversing Operation

4. Construction Strategies (In Addition to Elements Identified on Item B)

- ☐ Two-way Traffic On One Side
- ☐ Reversible Lanes
- ☒ Ramp/Connector Closure \$0
- ☒ Night Work \$0
- ☐ Extended Weekend Work
- ☐ Ped/Bicycle Access Improvements
- ☐ Maintain Business Access
- ☐ C + T Bidding
- ☐ Innovative Construction Techniques
- ☒ Coordination w/ Adj. Construction S \$0
- ☐ Speed Limit Reduction
- ☐ Traffic Screens

5. Demand Management

- ☐ HOV Lane/Ramps
- ☐ Variable Work Hours
- ☐ Telecommuting
- ☐ Truck/Heavy Vehicle Restrictions
- ☐ Rideshare Promotions
- ☐ Ramp Metering
- ☐ Transit Incentives
- ☐ Shuttle Services
- ☐ Ridesharing/Carpooling Incentives
- ☐ Park & Ride Promotion

6. Alternative Route Strategies

- ☐ Off-site Detours/Use of Alt. Rtes
- ☐ Signal Timing/Coord. Improvements
- ☐ Temporary Traffic Signals
- ☐ Signal Retiming
- ☐ Street/Intersection Improvements
- ☐ Turn Restrictions
- ☐ Parking Restrictions

7. Other Considerations

- ☐ Application of New Technologies
- ☐ Other

TOTAL ESTIMATED COST OF TMP \$490,000

PROJECT NOTES:

1. Current dollar values used. Inflation was not factored into the estimate.
2. There are no noise restrictions / moratoriums for night work.
3. Traffic Control/Maintain Traffic costs was not provided. Please consult with the OE or construction office for this estimate.
4. Portable CMS specified for this project by this estimate is designed for congestion relief as outlined by DD-60.
Portable CMS required for other purposes should be included under other specifications.
5. COZEPP specified for this project by this estimate is designated for congestion relief as outlined by DD-60.
COZEPP required for other purposes should be included under other specifications.
6. The TMP is a living document that is subject to change if material changes take place in the final version of the project phase
if changes are required during construction to respond to excessive levels of congestion.
7. This revised TMP Data Sheet supersedes the previous TMP Data Sheet dated October 23, 2016.

*The estimated cost will depend on the Design Engineer's and Office of Traffic Design's Estimate.

PREPARED BY: Florescia Allenger	OFFICE OF TRAFFIC OPERATIONS	DATE: April 3, 2019
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Risk Register for 06-0U880, Tulare Interchange Project

Form v3.3 last modified 10/30/2018 CB

Risk Checkpoint: PA&ED	
Date: 11/14/2018	
Project Nickname: Tulare Interchange Project	
EA: 06-0U880	
Co-Rt, Post Miles: Tul-99-26.3/27.6	
Project Manager: Neil Bretz	
FY & Program (SHOPP or STIP): 2018 (STIP)	
Capital Costs: \$53,700k	
Support Costs: \$20,000k	
Total Costs: \$73,700k	
RTL Target: 3/1/2022	

Phase	Cost Contingency Range \$k			Schedule Contingency Range (Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	\$0	\$0	\$0	0	0	0
1-PS&E	\$0	\$0	\$0	0	0	0
2-RW Sup	\$0	\$0	\$0	0	0	0
3-Con Sup	\$0	\$0	\$0	0	0	0
Support Contingency	\$0	\$0	\$0	0	0	0
9-RW Cap	\$0	\$0	\$0	0	0	0
4-Con Cap	\$0	\$0	\$0	0	0	0
Capital Contingency	\$0	\$0	\$0	0	0	0
Total Contingency	\$0	\$0	\$0	0	0	0

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (Pxl)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost \$k	Schedule (Days)
Active	1	Threat	Environmental	San Joaquin Kit Fox	Adjacent field could be considered foraging habitat for San Joaquin Kit Fox which could add cost for required mitigation	San Joaquin Kit Foxes are unlikely to occur within the project limits.	San Joaquin Kit Fox presence confirmed by field studies	4-High (51-70%)	1 - Very Low (Insignificant)	4	Mitigate	Acquire mitigation credits required by USFWS	Trais Norris	11/20/2018				
									1 - Very Low (Insignificant)	4								
								60%										
Active	2	Threat	Environmental	Swainsons Hawk	Project area may include potential habitat for Swainson's Hawk which could add cost for required mitigation.	No impacts to Swainson's Hawk nesting within project limits	Swainsons Hawk presence confirmed by field studies	3-Moderate (31-50%)	4 - Moderate (\$2,224k - \$4,446k)	12	Mitigate	Acquire mitigation credits required by USFWS	Trais Norris	11/20/2018				
									1 - Very Low (Insignificant)	3								
								40%										
Retired	3	Threat	Design	Design Standard Decision Document (DSDD) Approval	If Alt 1A or 3 becomes the preferred alternative, the uncertainty of the DSDD approval for Alternative 1A or 3 may delay the schedule due to the need to select another alternatives (such as Alt 1C, 2)	Medium probability of the DSDD approval.	Probability evaluation was provided by HQ Project Delivery Coordinator	3-Moderate (31-50%)	2 - Low (<\$4,000k)	6	Accept	Select another alternative besides Alt 1A or 3 to eliminate the need for DSDD. DSDD approved on 5/10/19.	Ernie Penuna	5/17/2019				
									4 - Moderate (1-3 months)	12								
								60%										
Active	4	Threat	Design	Additional R/W impact on Southern California Edison Company Energy Education Center parcel for Alt 1A or Alt 1C	There may be additional impact to the SCE Energy Education Center parcel which may increase the cost of R/W and need additional time to acquire the needed right of way.	Since this parcel is called an education center, this alternative proposes a retaining wall and aligns the NB Commercial Ave off ramp alignment to minimize the parcel impact is used at this time.	Preliminary Design shows further revision on the NB Commercial off ramp is needed to enhance the ramp accessibility.	4-High (51-70%)	1 - Very Low (Insignificant)	4	Accept	More detailed design will be conducted at this location.	Ernie Penuna	11/20/2018				
									1 - Very Low (Insignificant)	4								
								60%										
Retired	5	Threat	Design	Relocation of a cell tower for Alternative 2	This alternative would require the relocation of a cell tower at the proposed Industrial Ave interchange. This cell tower may involve multiple utility companies. Depending on the complexity of their service lines, this tower relocation timeline may be lengthy. Project schedule can be significantly impacted from this uncertainty.	The existing cell tower is located at the proposed Industrial interchange and there is no option to avoid the relocation of the cell tower.	Preliminary Design shows the existing cell tower is within the proposed interchange design.	3-Moderate (31-50%)	2 - Low (<\$4,000k)	6	Accept	Detailed information will be required from Design to provide to Right of Way unit in order to determine if R/W schedule will change. Coordination between Design and R/W are required. Alternative 1A selected as preferred alternative.	Ernie Penuna	5/17/2019				
									4 - Moderate (1-3 months)	12								
								60%										
Retired	6	Threat	Design	Additional impact may be needed for Alt 3 at the Paige/Blackstone intersection	Existing Paige Ave/Blackstone Street intersection may need additional improvement to accommodate future traffic volume, additional right of way and further environmental study may be needed.	Current proposed improvement is already included at Paige/Blackstone intersection.	preliminary operational analysis is conducted	3-Moderate (31-50%)	2 - Low (<\$4,000k)	6	Accept	Detailed analysis will be required from Traffic Operation in order to determine if additional improvements are required. Alternative 1A selected as preferred alternative.	Ernie Penuna	5/17/2019				
									4 - Moderate (1-3 months)	12								
								60%										