District 6- Mad- 99 – 26.3/26.8
EA 06-0P910 PN: 0612000307 PPNO 6642
20.XX.400.100 Locally Generated Funds
July 2023

PROJECT REPORT

For Project Approval

On Route 99/233 Separation in Madera County

Between 2.6 miles North of Avenue 24 OC

And 1.3 miles South of Le Grande Avenue OC

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:

Maria Toles, District Division Chief, Right of Way

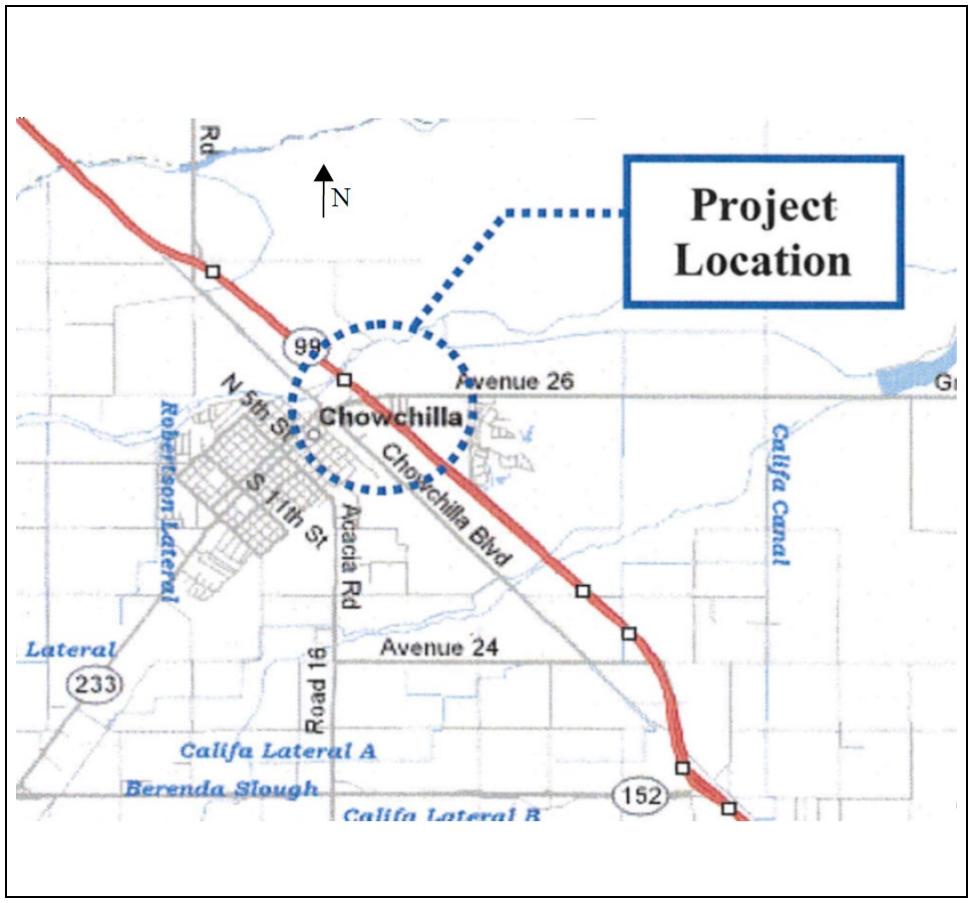
APPROVAL RECOMMENDED:

Mike Day, Project Manager

PROJECT APPROVED:

Diana Gomez, District Director — 8/1/23 *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.

Johnny Reyes

7/25/2023

REGISTERED CIVIL ENGINEER *DATE*

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1. INTRODUCTION

Project Description:

It is proposed to modify the existing interchange at the Route 99/233 interchange in the City of Chowchilla to provide multimodal connectivity, improve traffic operations and safety (See Attachment A, "Title Sheet").

Project Limits	**06-Mad-99 Postmile 26.3/26.8**	
Number of Alternatives	**1 Build And 1 No-Build Alternative**	
	Current Cost Estimate:	**Escalated Cost Estimate:**
Capital Outlay Support	**$9,118,000**	**$9,990,000**
Capital Outlay Construction	**$21,653,000**	**$24,500,000**
Capital Outlay Right-of-Way	**$2,130,000**	**$2,411,000**
Funding Source	**Local Measure, Local Private Partnership and SHOPP Minor B Funds**	
Funding Year	**2025/26**	
Type of Facility	**North Route 99 and 233 Connector**	
Number of Structures	**3**	
Environmental Determination or Document	**Initial Study with Proposed Mitigated Negative Declaration (CEQA)/Anticipated Categorical Exclusion (NEPA)**	
Legal Description	**Interchange Modification**	
Project Development Category	**4A**	

2. RECOMMENDATION

It is recommended that this project be approved using the preferred alternative and proceed to the Plans, Specifications, and Estimate (PS&E) phase. The affected local agencies have been consulted with respect to the recommended plan, and their project views have been considered and are in general accord with the plan as presented.

3. BACKGROUND

Project History

Route 99 is an important regional and local facility within the San Joaquin Valley. It is a major truck route, which provides critical access for shipment of agricultural goods to markets outside of the Valley. Within the project limit, State Route 99 is designated as national network truck route whereas State route 233 is designated as terminal access truck route. It also serves as a significant recreational access during the summer

months. Regionally Route 99 extends south-north direction to link the San Joaquin and Sacramento Valleys from Interstate 5 approximately 8 miles north of Lebec to a junction with Interstate 5 in Red Bluff. Route 99 is a 4-lane facility throughout the City of Chowchilla with a posted speed limit of 70 mph. In the project area, the Route 99 travel lanes are 12 feet wide with 5-foot left and 10-foot right paved shoulder widths. A 46-foot wide median divides the northbound and southbound travel ways. The width from the center of the median to the inside edge of the travel way is approximately 23 feet in each direction.

Route 233 (Robertson Boulevard) is a northeast arterial that bisects the City of Chowchilla. Route 233 originates at Route 152 and extends from an interchange at Route 152 extending through the downtown area before terminating at the North Route 99 and 233 Connector (Br. No. 41-0055E) in the northeast. Within the project area, Route 233 is a 2-lane undivided conventional highway with 12-foot wide lanes and 8-foot shoulders. The width of the existing right of way varies from 50-feet within the interchange area to 100 feet on the east and west sides of the interchange. In the downtown area, Robertson Boulevard is a four-lane arterial with a center median two-way left-turn lane with a posted speed limit of 30 mph and a selected design speed of 35 mph.

The interchange currently has a partial cloverleaf spread diamond configuration. The structure connector is made up of two spans at 71 feet. The minimum vertical clearance of the structure is 15 feet 4 inches and the horizontal clearance is 54 feet 5 inches. The existing bridge type is a continuous reinforced concrete box girder with 2-column bent and high cantilever seat abutments.

Alternatives Considered but Eliminated from Further Discussion

A Project Study Report was completed in 2009 which outlined a completed L-9 interchange as the standard alternative. The scope and technical data were valid until August 2012. The project did not progress due to the lack of funding. The Project Development team had a meeting in August 2012 to decide the scope of the project. In the meeting, it was decided to proceed with the minimal build alternative for the ease of fundability and exclude the standard build alternative from further consideration and study.

A Project Study Report-Project Development Support (PSR/PDS) document was completed in November of 2013 outlining the minimal build alternative. Subsequently, after the completion of that document the City of Chowchilla wanted to explore additional alternatives for consideration and study which included the L-9 interchange as the standard build alternative

Three alternatives were considered but rejected due to excessive cost and insufficient design life. The alternatives along with their reason for rejection are as follows:

Alternative 1 proposed to provide signalization for the existing ramp termini. This

alternative was rejected because a left turn lane would need to be provided for Robertson Blvd. This would require the existing SB off-ramp to be realigned to accommodate sufficient deceleration and storage length along with widening or replacement of the bridge at Robertson Blvd to provide the left-turn lane and a future SB loop on-ramp. The ramp realignment would entail full replacement of the SB Ash Slough Bridge. This alternative would have approximately a 3 to 7 year design life with a cost of $12,000,000.

Alternative 2 proposed to provide signalized ramp intersections and a new 4-lane Route 233 Bridge overcrossing with a standard 18 foot median to provide a left-turn lane to the SB on-ramp. This alternative was rejected because the added left-turn lane and through lanes provided for Robertson Blvd would require the existing SB off-ramp to be realigned to accommodate sufficient deceleration and storage length. In order to accommodate the future SB loop on-ramp, a full replacement of the SB Ash Slough Bridge would be necessary. This alternative would have approximately a 10 to 15 year design life with a cost of $19,000,000.

Alternative 3 proposed to provide a signalized modified L-9 interchange requiring a new 6-lane Route 233 bridge overcrossing with a standard 18 foot median, one additional SB loop on-ramp and NB slip on-ramp. This alternative would also realign the SB off-ramp and cause a full replacement of the SB Ash Slough Bridge as well as the NB Ash Slough Bridge to accommodate the NB slip on-ramp. This alternative would have a 20 to 25 year design life with a cost of $50,000,000.

Phasing of Alternatives 1, 2, and 3 was not considered because of the high cost and available funds.

4. PURPOSE AND NEED

Purpose:

The purpose of this project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the SR 99/233 interchange. This project will also improve operations of the interchange, improving access to businesses and services.

Need:

The existing ramp termini are currently operating under stop control. Operations and safety for all users is expected to continue to deteriorate with future growth. SR 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the SR 233 overcrossing roadway. The current overcrossing is not wide enough to accommodate cyclists, with no shoulders and a 5-foot sidewalk. It also lacks connectivity to the adjacent local streets on SR 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for cyclists and pedestrians to cross SR 99 from one side of the city to the other.

4A. PROBLEM, DEFICIENCIES, JUSTIFICATION

The Ramp Termini are one-way stop controlled and would not handle project traffic volumes for the design year. As stated previously, the southbound (SB) and northbound (NB) off-ramps with One-Way Stop Control currently operate at LOS "E" and LOS "F" during peak travel hours, respectively. Currently there are no sidewalks and pedestrian use the shoulder and curb provided by the existing bridge to cross over Route 99.

4B. REGIONAL AND SYSTEM PLANNING

As stated previously, Route 233 (Robertson Boulevard) is a northeast arterial that bisects the City of Chowchilla. Route 233 originates at Route 152 and extends through the downtown area before terminating at the North Route 99 and 233 Connector (Br. No. 41-0055E) in the northeast. Within the project area, Route 233 is a 2-lane undivided conventional highway with 12-foot-wide lanes and 8-foot shoulders. According to System Planning, the 20-year concept for Route 233 is a 2-lane conventional highway with improvements and the 20-year concept for Route 99 is a 6-Lane Freeway. The minimal build alternative will be constructed to accommodate the Route 99 and Route 233 ultimate facilities, with the ramp intersection modifications on either side of the bridge constructed as roundabouts with two lanes in each direction.

4C. TRAFFIC

A Draft Operational Analysis Report for Route 99 at Route 233 was completed by the Traffic Operations branch on May 4, 2023. The following recommendations are outlined in the following sections for the northbound (NB) and southbound (SB) ramps in accordance with the analysis.

Route 233/NB Ramps

A 2-lane roundabout at the NB ramp/Route Ave 26 intersection would operate at an acceptable level of service (LOS) to accommodate the 2047 traffic demand. A driveway opposite the northbound ramps for the proposed Rancho Calera commercial site was analyzed.

Below is the proposed lane configuration for 2047 design year:
NB approach: 1 Left-turn Lane, 1 Through Lane, 1 Right-turn Lane
SB approach: 1 shared Left/Through/Right (Flared right at entrance)
EB approach: 1 shared Left/Through, 1 shared Through/Right
WB approach: 1 shared Left/Through, 1 shared Through/Right
One exit lane at the north leg driveway

Route 233/SB Ramps

A 2-lane roundabout at the SB ramp/Route 233 intersection would operate at an acceptable level of service to accommodate the 2047 traffic demand.

Below is the proposed lane configuration for 2047 design year:

SB approach: 1 shared Left/Through, 1 Right-turn Lane
EB approach: 1 shared Left/Through, 1 Through Lane, 1 Right-turn bypass Lane with 2 receiving entrance ramp
WB approach: 1 shared Left/Through, 1 Through Lane
The SB off-ramp realignment would allow for a future SB loop on-ramp

The recommendation for the ultimate two-lane roundabouts for the ramp termini will operate at an acceptable LOS for the 20-year design life of the project. A hybrid roundabout operates at an acceptable LOS for a 10-year design. The roundabouts will be constructed to fit two lanes but can be striped as hybrid roundabouts for a 10-year period after opening day. Please see the projected LOS compared to the existing LOS at peak hour volume at the ramp locations.

Table 1

	2022	2037	2047
NB ramp intersection	LOS F	LOS C	LOS B
SB ramp intersection	LOS E	LOS B	LOS A

Traffic Collisions

Route 99

The collision history for the Route 99 segment for the three-year period from April 1, 2019, to March 31, 2022 as shown on Table 2 indicates that in the NB direction, a total rate of fatal and injury related collisions is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

The collision history for the Route 99 segment for the three-year period from April 1, 2019, to March 31, 2022 as shown on Table 2 indicates that in the SB direction, a total rate of fatal collision that is below the average for similar facilities statewide, a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

The collision rates in collisions per million-vehicle-miles (MVM) are:

Table 2 Route 99

Freeway Segment	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Northbound Route 99	0.000	0.00	0.70	0.008	0.27	0.81
Southbound Route 99	0.000	0.39	0.94	0.008	0.27	0.81

Route 99 Ramps

NB On-Ramp
The collision history for the NB off-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

NB Off-Ramp
The collision history for the NB off-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

SB On-Ramp
The collision history for the SB on-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

SB Off-Ramp
The collision history for the SB on-ramp for the three-year period from April 01, 2019, to March 31, 2022, as shown on Table 3, indicates that a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is above the average for similar facilities statewide.

The collision rates in collisions per million-vehicle (MV) are:

Table 3 Ramps

Route 99 ramps @ Route 233	Actual (MV)			Average (MV)		
	Fatal	F+I	Total	Fatal	F+I	Total
NB off-ramp PM 26.323	0.000	1.04	1.73	0.004	0.15	0.45
NB on-ramp PM 26.463	0.000	0.45	0.90	0.010	0.14	0.50
SB on-ramp PM 26.474	0.000	0.00	0.31	0.001	0.15	0.48
SB off-ramp PM 26.728	0.000	0.96	7.72	0.006	0.28	0.82

Route 233

The collision history for the highway segment on Route 233 for the three-year period from April 1, 2019, to March 31, 2022 as shown on Table 4, from PM 3.680 to 3.886 (west end of Route 233 Over-Crossing) indicates a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

The collision rates in MVM are as follows:

Table 4 Route 233

Highway Segment	Actual (MVM)			Average (MVM)		
	Fatal	F+I	Total	Fatal	F+I	Total
Route 233 (PM 3.680/3.886)	0.000	0.00	0.34	0.012	0.48	1.07

5. ALTERNATIVES

5A. VIABLE ALTERNATIVES

It is proposed to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. Each roundabout will be constructed with ultimately two circulating lanes in the eastbound and westbound directions.

The northbound offramp from State Route 99 will enter the two-lane roundabout east of Route 99. The northbound onramp to Route 99 will be accessible on the south leg of the eastern roundabout. A drainage basin will be constructed on the southeastern quadrant of the State Route 99/State Route 233 interchange. An access road will be constructed northwest of the eastern roundabout to accommodate the residents living nearby.

The southbound onramp to Route 99 will be accessible on the south leg of the western roundabout. The southbound offramp from State Route 99 will enter the two-lane roundabout west of Route 99. The southbound offramp realignment will require the widening of the Ash Slough Bridge.

The existing State Route 233 bridge over State Route 99 will remain in place to accommodate the eastbound traffic; the bridge rails will be upgraded, and a class II bike lane will be striped along the outside shoulder. A new separate concrete bridge will be constructed for westbound traffic. This new bridge will be constructed north of the existing structure and will have two 12 foot lanes, a 5 foot inside shoulder, an 8 foot outside shoulder and a 10 foot sidewalk, which will accommodate passage for pedestrians and bicyclists. After construction, there will be a total of two separate bridges spanning over State Route 99. The 10 foot sidewalk will be placed along the

westbound lanes on the new bridge to provide pedestrians a connection between the west and east side of the city. To accommodate for this new bridge, a multi-column bent will be built in the median on State Route 99, and earthen material will be needed at the abutments.

5A.1 Nonstandard Design Features

The project preferred alternative proposes new and existing nonstandard design features as follows:

- Nonstandard 2:1 side slope will be maintained and proposed throughout the interchange.
- Maintain existing nonstandard vertical clearance at the existing N99 & 233 Connector (Br. No. 41-0055E).
- Maintain existing nonstandard distance between ramp intersections and local road intersections at the northbound off/on ramp intersection.
- Nonstandard driveway opposite of the ramp intersection at the northbound off/on ramp intersection.

A Design Standard Decision Document for these nonstandard design features is currently being prepared and will be reviewed by the district design liaison.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A.HAZARDOUS WASTE

The former Wilbur-Ellis facility, assessor parcel number 014-020-013 was used as an agricultural chemical sales business. At least eight underground storage tanks and one waste sump were located on the property according to State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list. A review of files at the Madera County Environmental Health Division indicated that two plastic sumps were used to collect rinse water from empty chemical containers and spray equipment prior to being pumped into an aboveground plastic containment tank. The State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list for Wilbur-Ellis listed eight tanks and one sump. No information was found in the regulatory record as to whether the tanks and sumps have been properly removed. Additionally, soil staining was observed in the vacant field between the former Wilber-Ellis office and Robertson Boulevard. A preliminary site investigation of the high-risk Wilbur-Ellis property (APN 014-020-013) was conducted to confirm if the potentially hazardous material site could impact right of way/temporary construction easement areas of the project.

Aerially Deposited Lead

Geocon Consulting Services, Inc. conducted an aerially deposited lead study for Caltrans within the project area at the State Route 99 and the State Route 233 Interchange. Soil samples were collected and analyzed from 23 direct push borings and one hang auger boring along the State Route 99/State Route 233 interchange within Caltrans' right-of-way. A total of 72 soil samples were collected and submitted for lab analysis. Results indicate that aerially deposited lead in surface soils from 0.0 to 0.5 feet within the proposed construction zone, would be classified as a California hazardous waste due to higher lead concentrations. The soils excavated from 0.5 to 2.0 feet of the project area in any combination of layers qualifies as unregulated, non-hazardous material and may therefore be reused within Caltrans right of way, relinquished to the contractor, or disposed of as a non-hazardous/non-regulated material.

Asbestos Containing Materials and Lead Containing Paint

Geocon Consulting Services, Inc. conducted an asbestos containing materials and lead containing paint survey for Caltrans within the project area at the State Route 99 and the State Route 233 interchange. A total of sixteen bulk asbestos samples representing seven suspect components were collected. No suspect lead containing paint was observed on structural members of the bridges. Consequently, no paint samples were collected. Asbestos was not detected in suspect samples collected during the survey.

6B. VALUE ANALYSIS

Value Analysis (VA) is a function-oriented, structured, multi-disciplinary team approach to solving problems or identifying improvements. The goal of the VA study is to improve value by sustaining or improving performance attributes while at the same time reducing overall cost. Projects having bridge work with any overall capital cost of $25,000,000 benefit greatly for a VA. Since the total project is more than $25,000,000, a VA Study will be required. This study will be performed during the PS&E phase.

6C. RESOURCE CONSERVATION

To maximize the use of in-place facilities on the existing SR 233 the proposed construction will be using the existing SR 233 as the eastbound lanes. Existing AC pavement materials that will be removed may be stored at a maintenance station in the vicinity of the project for future use. District Maintenance will be contacted during the PS&E phase for the potential need and exact location to deliver the removed materials

6D. RIGHT-OF-WAY ISSUES

Access control is required on the opposite side of the NB ramps but there is a property located northeast of the interchange. If a Design Standard Decision Document is not approved, driveway easement rights will need to be granted for the property.

There are existing Pacific Gas and Electric power poles within the project site that will need to be relocated which will require easements outside the right of way. There are existing underground electrical and telephone facilities that cross Route 99 north of the existing Route 233 Overcrossing. These underground lines may conflict with the abutments of the proposed overcrossing. If the line conflicts with the new overcrossing the facilities will need to be relocated through the structure.

The Union Pacific Railroad rail line runs parallel with Route 99 west of Chowchilla Blvd. A Railroad Clearance letter will be required.

A right of way data sheet is included as an attachment.

6E. ENVIRONMENTAL COMPLIANCE

The Initial Study/Mitigated Negative Declaration has been prepared in accordance with Caltrans' environmental procedures, as well as state and federal environmental regulations. See attachment H for more details on the environmental document. The Categorical Exclusion will be prepared for National Environmental Policy Act compliance at project approval. A preliminary paleontological mitigation plan was prepared in 2015 by Cogstone Resource Management to address the potential to encounter paleontological resources during the proposed improvements for the Madera state Route 99/State route 233 interchange project.

6F. AIR QUALITY CONFORMITY

The implementation of this project is not expected to create a new violation or worsen an existing violation of the California air quality standards. Additionally, it has been determined by the Federal Highway Administration (FHWA) and Environmental Protection Agency that the project is not a project of air quality concern. Greenhouse gas (carbon monoxide) emissions would be reduced over the existing conditions.

6G. TITLE VI CONSIDERATIONS

A Relocation Impact Memorandum was completed in September 2014. The project area is surrounded by commercial and residential properties. There is one parcel that has been cultivated in the past, but it is currently designated for commercial and residential development by the City of Chowchilla

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 United States Code [USC] 2000d, et seq.).

6H. NOISE ABATEMENT DECISION REPORT

This noise study was conducted to determine the future traffic noise impacts at six receivers in the vicinity of the proposed project. These represent traffic noise levels for the existing and the design-year no-build alternative condition as well as for the design-year build alternative. Potential long-term noise impacts associated with project operations are solely from traffic noise. Traffic noise was evaluated for the worst-case traffic condition. It was determined that noise abatement is not required for the project. Construction noise control will conform to the provisions in Section 14-8.02 "Noise Control" of the Caltrans Standard Specifications.

6I. LIFE-CYCLE COST ANALYSIS

This project has been exempted from a Life-Cycle Cost Analysis.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Permits

Caltrans submitted a biological assessment for this project to the U.S. Fish and Wildlife Service and received a letter of concurrence on March 10, 2023. Project construction activities appear to fall within riparian habitat; therefore, a Section 1600 Streambed Alteration Agreement may be required prior to start of construction.

As the project encroaches upon Ash Slough, a Central Valley Flood Protection Board permit will need to be obtained. If Ash Slough is determined to be jurisdictional, Caltrans would coordinate with the U.S. Army Corps of Engineers (404 Nation Wide Permit), California Regional Water Quality Control Board (401 Certification) and California Department of Fish and Wildlife (1600 Streambed Alteration Agreement) for potential permit requirements. Coordination with these regulatory agencies would take place during the Project Specification and Estimates Phase of the project, as well as determination of agency jurisdiction of Ash Slough.

Transportation Management Plan

A Transportation Management Plan Data Sheet (TMP Data Sheet) was approved on January 4, 2023. To maintain traffic at the Route 99/233 Separation, a Transportation Management Plan (TMP) will be developed in parallel with the construction staging during the PS&E phase of the project. Preliminary traffic impacts and mitigations for this project have been outlined in the attached TMP Data Sheet as an attachment along with the cost which has been incorporated with the attached estimate.

Stage Construction

This project will be constructed in two stages. The first stage will consist of the following: the widening of the Ash Slough bridge; construction of the SB offramp; construction of the northern portion of the 233 mainline, which includes the WB 233 bridge and the northern portions of the two roundabouts; partial construction of the NB and SB onramps. The second stage will consist of the following: shifting the Route 233 traffic to the newly built roadway that was completed in stage 1; construction of the southern portions of the 233 mainline, which includes the southern portions of the roundabouts and the reconstruction of the existing 233 bridge; construction of the remaining portions of the SB ramps and the NB ramps. Stage construction plans will be developed in more detail during the PS&E phase of the project.

There are intermittent detours identified for the bridge and ramp construction. However, coordination and approval for the local street detours will be required from the City of Chowchilla.

Cooperative Agreements

The City of Chowchilla and the State of California have the following cooperative agreements in place for the project: Agreement Number 06-1763, which was executed on September 27, 2022 and covers all work associated with the Project Approval and Environmental Document (PA&ED) phase of the project. Caltrans is currently working on another Agreement that will cover the work associated with the PS&E and R/W phases of the project and is targeting August 2023 for execution.

Complete Streets

This project is being coordinated with the City of Chowchilla and with the Caltrans District Complete Streets Engineer regarding the implementation of the Complete Streets Policy. Complete Street elements, including but not limited to bicycle lanes, sidewalks, curb ramps, and crosswalks, are being planned at and near the Route 99/233 interchange.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding.

Programming

This project is proposed to be programed from a combination of Local Measure, Local Private Partnership and Caltrans SHOPP Minor B funding. It is proposed that the PS&E and R/W phases will be funded by Measure T dollars. Exact funding for construction phases will be determined during the PS&E phase.

Fund Source	Fiscal Year Estimate for the Programmable Alternative						
TBD	Current	23/24	24/25	25/26	26/27	Future	Total
Component	In thousands of dollars ($1,000)						
PA&ED Support*	$400						$400
PS&E Support*		$4,500					$4,500
Right-of-Way Support*		$990					$990
Construction Support*				$4,100			$4,100
Right-of-Way**		$2,411					$2,411
Construction***				$24,500			$24,500
Total	$400	$7,901		$31,011			$36,901

All costs X$1000. Construction Capital escalated at 3%. Right of Way Capital escalated at 5%. Support costs escalated at 3% in FY 23/24 and 2% each year afterwards. Support Cost ratio: 37.12%

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	09/27/2022	Actual
BEGIN ENVIRONMENTAL	M020	09/27/2022	Actual
CIRCULATE DPR & DED EXTERNALLY	M120	04/05/2023	Actual
PA & ED	M200	07/31/2023	Target
BEGIN STRUCTURE	M215	09/01/2023	Target
R/W REQUIREMENTS	M224	02/14/2024	Target
REGULAR R/W	M225	08/01/2024	Target
PS&E TO DOE	M377	11/02/2025	Target
DRAFT STRUCTURES PS&E	M378	08/02/2025	Target
RIGHT OF WAY CERTIFICATION	M410	03/01/2026	Target
READY TO LIST	M460	04/02/2026	Target
HEADQUARTERS ADVERTISE	M480	07/22/2026	Target
AWARD	M495	10/21/2026	Target
APPROVE CONTRACT	M500	11/16/2026	Target
CONTRACT ACCEPTANCE	M600	08/16/2028	Target
END PROJECT EXPENDITURES	M800	06/28/2029	Target
FINAL PROJECT CLOSEOUT	M900	04/28/2030	Target

10. RISKS

The Project Development Team (PDT) has prepared a risk register that identifies risks to carry forward to the PS&E phase. While probability and impact vary with each risk, each requires close attention throughout the various project phases. These risks would be monitored and updated during the entire project development process.

The project risk register includes the identified risks, qualitative risk analysis, and response strategies that the risk owners/project managers prepared at the project initiation level using the ranking method. The project risk register is based on utilizing a qualitative risk analysis approach to rank the risks into high, medium, and low risk categories based on their probability of occurrence and their impact on the project objectives such as schedule, cost, scope, and quality.

The Risks associated with this project have been explained in the attached Risk Register (Attachment K). Some of the risks that may adversely affect cost, scope and/or schedule are listed below:

- There may be impacts to protected species of plants, birds, and animals.
- Utility relocations may be required

- Stage construction will take place near the railroad, potentially requiring nearby signal changes and coordination with the railroad company.
- Public input on the project may require design changes
- A detailed Advance Planning Study was not developed for the proposed modification of the existing Route 233/99 Connector (41-0055E) and the new Route 233/99 Connector.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

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

The project requires the following coordination:

US Army Corps of Engineers
Department of the Army Permit for:
Clean Water Act Section 404

US Fish and Wildlife Service
Letter of Concurrence

California Department of Fish and Wildlife
1600 Streambed Alteration Agreement

Central Valley Flood Protection Board
Central Valley Flood Protection Board permit

Regional Water Quality Control Board
Clean Water Act Section 401

12. PROJECT REVIEWS

Deputy District Director	John Liu	Date 12/15/2015
District Landscape Architect	Brad Cole	Date 4/7/2023
District Maintenance	Rene Sanchez	Date 4/7/2023
Headquarters Project Delivery Coordinator	Paul Gennaro	Date 5/19/2023
Project Manager	Mike Day	Date 4/7/2023
District Safety Review	Terrence Cortez	Date 4/7/2023
Constructability Review		Date 4/7/2023

13. PROJECT PERSONNEL

Contact	Function	Phone No.
Mike Day	Project Manager	559-383-5247
Gisela Gomez	Assistant Project Manager	559-944-8055
Mario Jaramillo	Design Manager	559-383-5220
Johnny Reyes	Project Engineer	559-201-8384
Javier Almaguer	Environmental Analysis Branch Chief	559-287-9320
Nick Dumas	Right of Way Branch Chief	559-243-3461
Vernie Ratnam	Technical Planning	559-246-7342
Caleb Wu	Traffic Operations and Safety	559-383-5224

14. ATTACHMENTS

A. Title Sheet
B. Typical Cross Sections
C. Project Layouts
D. Profile
E. Conceptual Bridge Planning Study
F. 11 Page Estimate
G. Right of Way Data Sheet
H. Administrative Final Environmental Document
I. Storm Water Data Report Cover Sheet
J. Transportation Management Plan Data Sheet
K. Risk Register

INDEX OF PLANS

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

AT ROUTE 99/233 SEPARATION

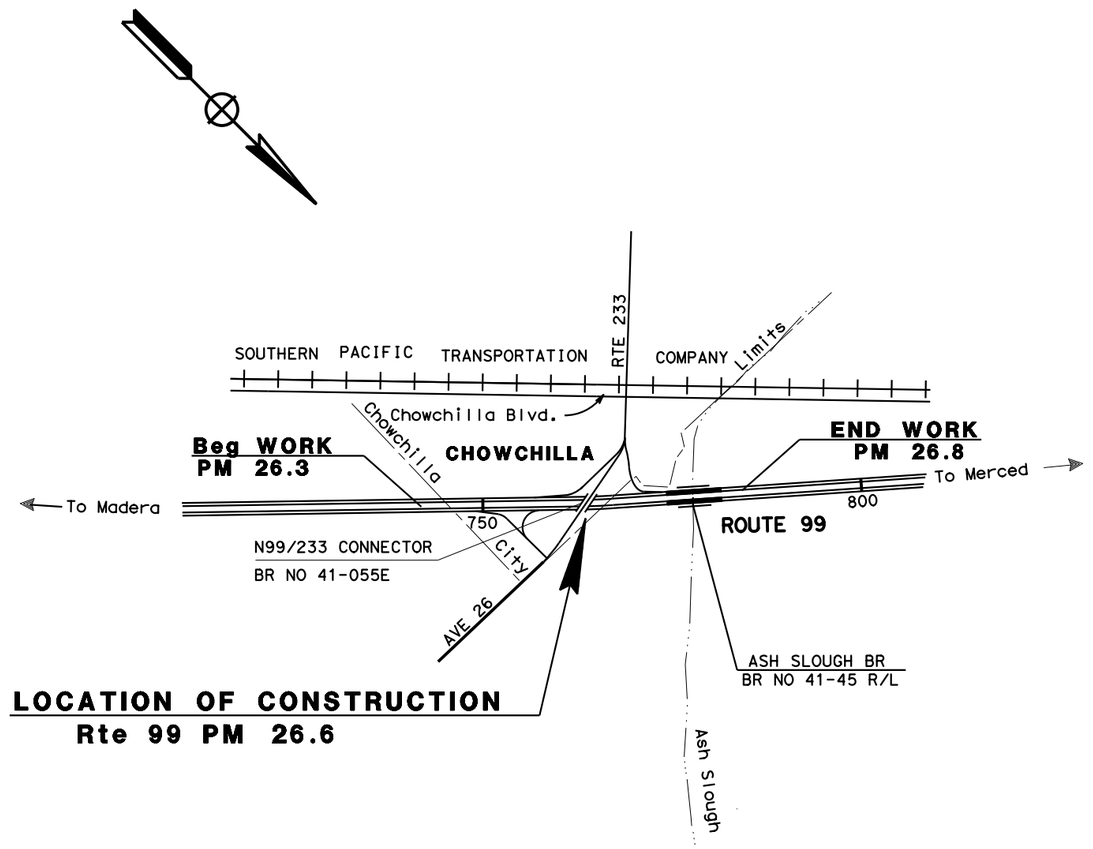
IN MADERA COUNTY

FROM 2.6 MILES NORTH OF AVENUE 24 OC

TO 1.3 MILES SOUTH OF LE GRANDE AVE OC

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2022

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3/26.8		



NO SCALE

ATTACHMENT A

PROJECT ENGINEER — DATE
REGISTERED CIVIL ENGINEER

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

CONTRACT No.	06-0P910
PROJECT ID	061200307

LAST REVISION 06-14-23
DATE PLOTTED => 14-JUN-2023
TIME PLOTTED => 10:33

PROJECT MANAGER: MIKE DAY
DESIGN MANAGER: MARIO JARAMILLO

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

NOTE:

1. EXISTING STRUCTURAL SECTION SHALL BE REMOVED.

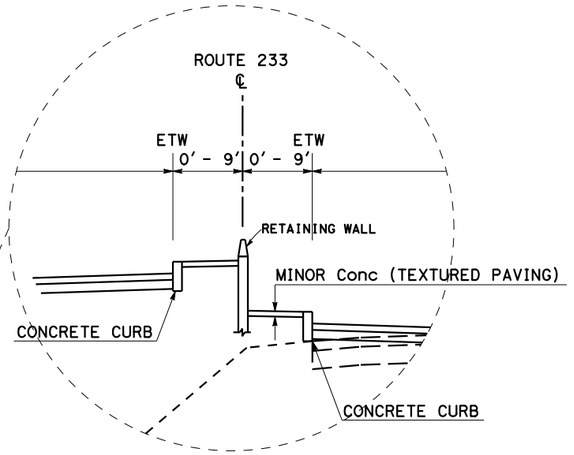
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3/26.8		

REGISTERED CIVIL ENGINEER DATE

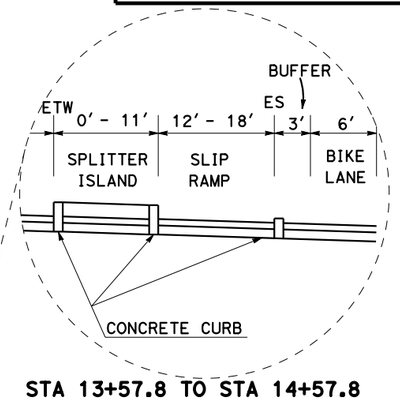
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

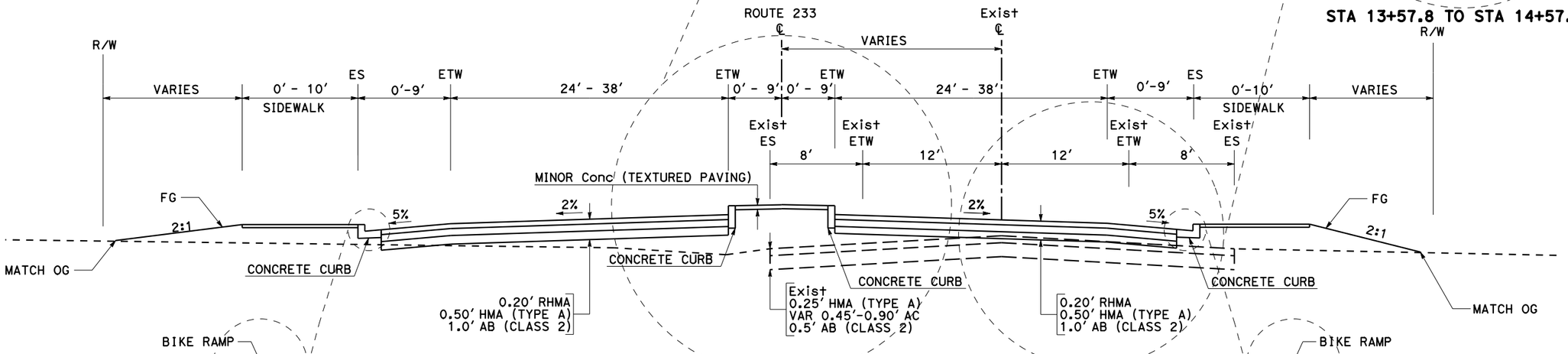
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STA 17+35.06 TO STA 18+61.19
STA 20+98.06 TO STA 22+63.72



STA 13+57.8 TO STA 14+57.8



SEE LAYOUT FOR LOCATIONS

SEE LAYOUT FOR LOCATIONS

ROUTE 233

WESTBOUND

STA 9+16.0 TO STA 14+57.8
STA 16+33.8 TO STA 27+49.9
STA 29+26.1 TO STA 33+23.9

EASTBOUND

STA 8+07.4 TO 14+57.8
STA 16+33.8 TO STA 27+49.9
STA 29+26.1 TO STA 33+23.9

ATTACHMENT B

TYPICAL CROSS SECTIONS

X-1

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: MARIO JARAMILLO
CALCULATED-DESIGNED BY: BRANDON LOPEZ
CHECKED BY: JOHNNY REYES
REVISED BY
DATE REVISED

LAST REVISION 06-14-23
DATE PLOTTED => 14-JUN-2023
TIME PLOTTED => 07:50

BORDER LAST REVISED 7/2/2010
USERNAME => s156309
DGN FILE => 0612000307ca001.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1459
PROJECT NUMBER & PHASE 0612000307

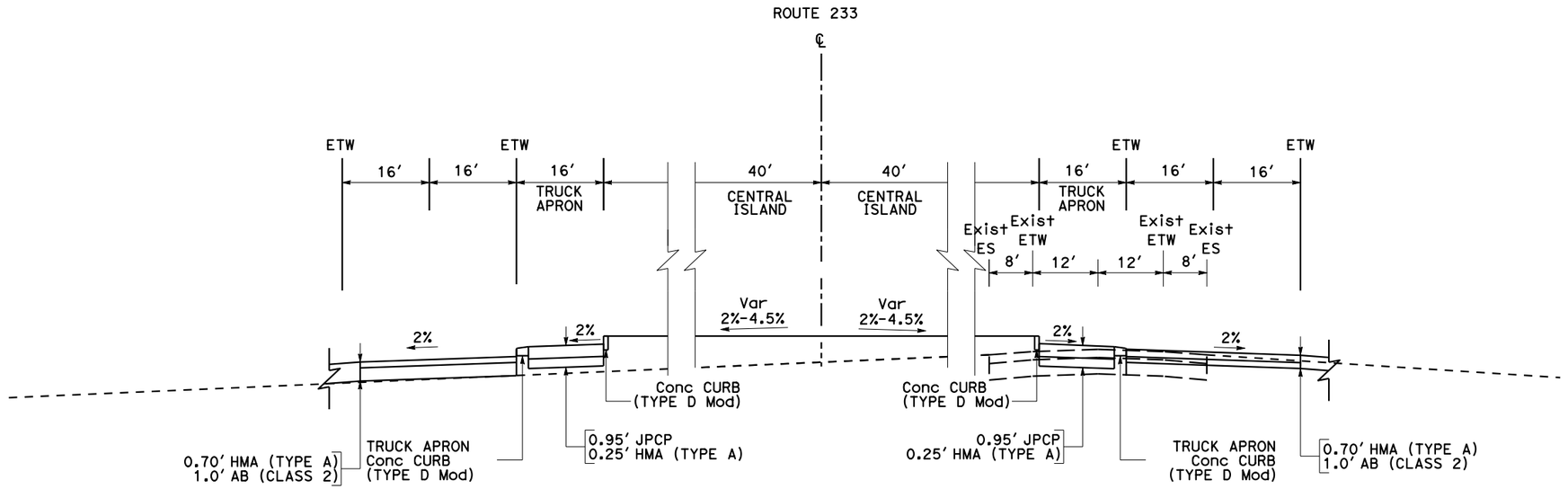
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3/26.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.



ROUTE 233

CENTRAL ISLAND

STA 14+57.8 TO STA 16+33.8
STA 27+49.9 TO STA 33+23.9

TYPICAL CROSS SECTIONS

X-2

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN
FUNCTIONAL SUPERVISOR: MARIO JARAMILLO
CALCULATED-DESIGNED BY: BRANDON LOPEZ
CHECKED BY: JOHNNY REYES
REVISED BY
DATE REVISED

LAST REVISION 06-14-23
DATE PLOTTED => 14-JUN-2023
TIME PLOTTED => 08:02

BORDER LAST REVISED 7/2/2010
USERNAME => s156309
DGN FILE => 0612000307ca002.dgn
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
UNIT 1459
PROJECT NUMBER & PHASE 0612000307

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3/26.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

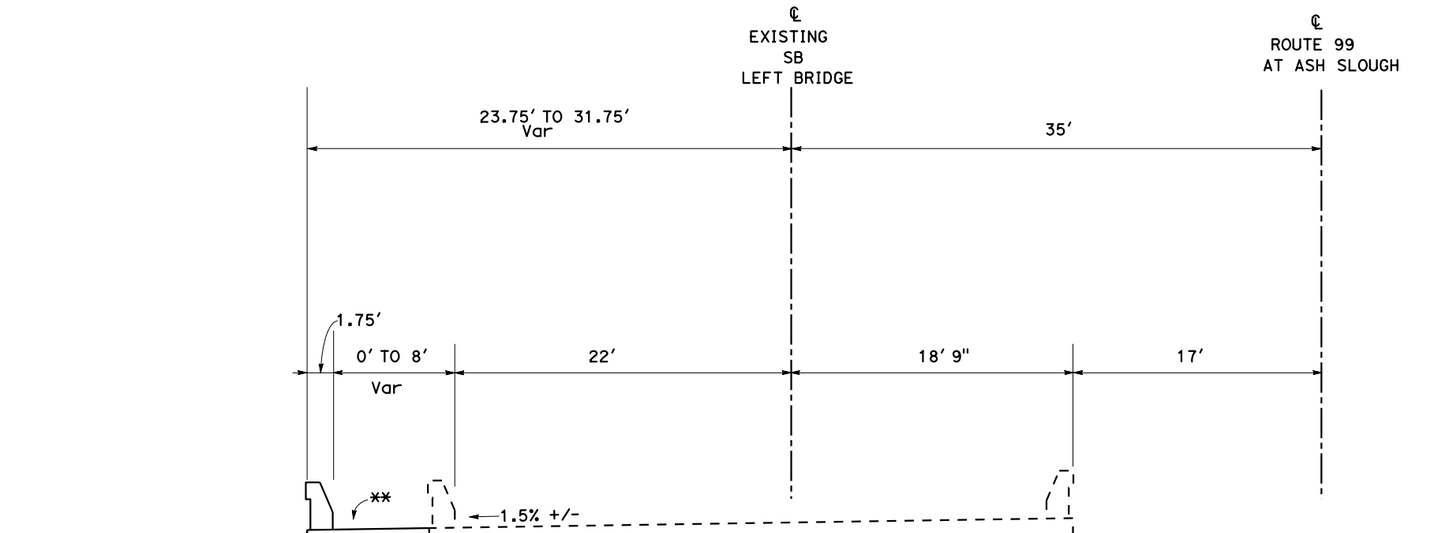
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

NOTES:

1. BRIDGE WIDENING TYPE AND BRIDGE DESIGN TO BE DETERMINED BY STRUCTURES.
2. EXACT BRIDGE WIDENING DIMENSIONS TO BE DETERMINED BY STRUCTURES.

** MATCH EXISTING GRADE AND CROSS SLOPE



ROUTE 99 SB OFFRAMP SLIVER WIDENING

NO SCALE

X-3

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: BRANDON LOPEZ

CHECKED BY: JOHNNY REYES

FUNCTIONAL SUPERVISOR: MARIO JARAMILLO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans DESIGN

LAST REVISION 06-14-23

DATE PLOTTED => 14-JUN-2023
TIME PLOTTED => 08:21

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3/26.8		

REGISTERED CIVIL ENGINEER DATE

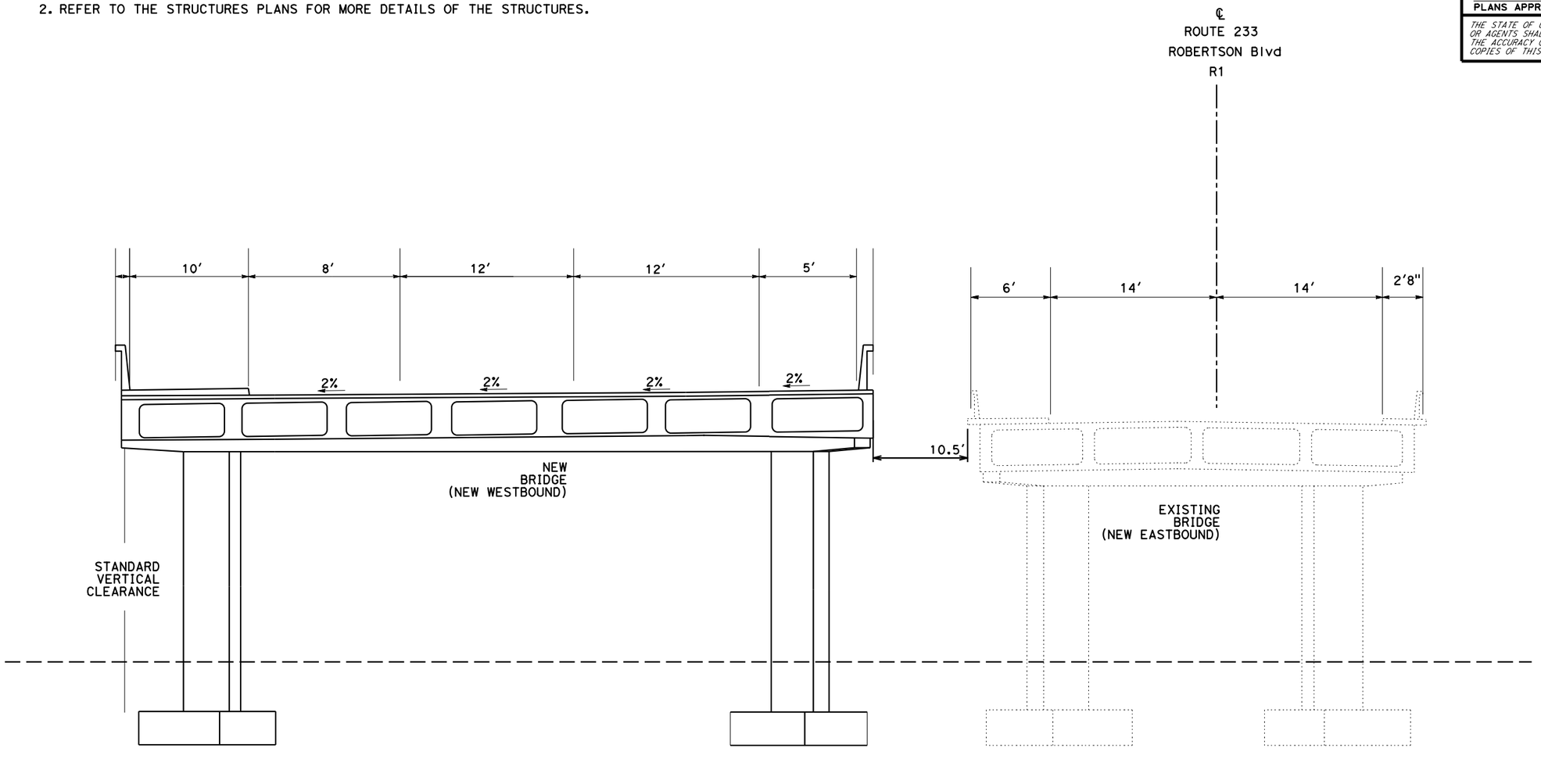
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.

NOTES:

1. BRIDGE TYPE AND BRIDGE DESIGN TO BE DETERMINED BY STRUCTURES.
2. REFER TO THE STRUCTURES PLANS FOR MORE DETAILS OF THE STRUCTURES.



Robertson Blvd
NEW WESTBOUND BRIDGE

NO SCALE

X-4

LAST REVISION 06-14-23 | DATE PLOTTED => 14-JUN-2023 | TIME PLOTTED => 08:27

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

FUNCTIONAL SUPERVISOR: MARIO JARAMILLO

CALCULATED-DESIGNED BY: BRANDON LOPEZ
CHECKED BY: JOHNNY REYES

REVISED BY | DATE REVISED

BORDER LAST REVISED 7/2/2010

USERNAME => s156309
DGN FILE => 0612000307ca004.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1475

PROJECT NUMBER & PHASE 0612000307

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3/26.8		

REGISTERED CIVIL ENGINEER DATE

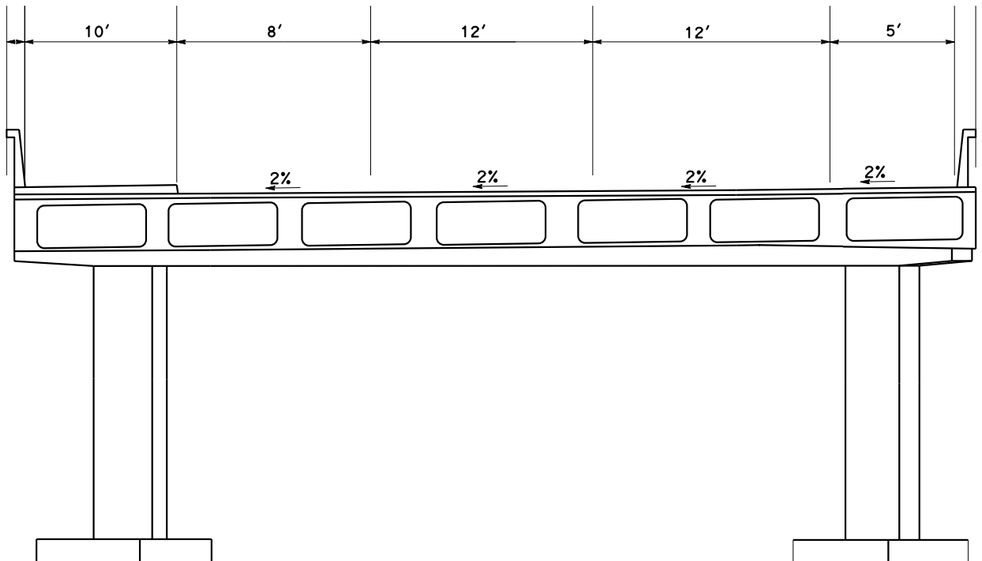
REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

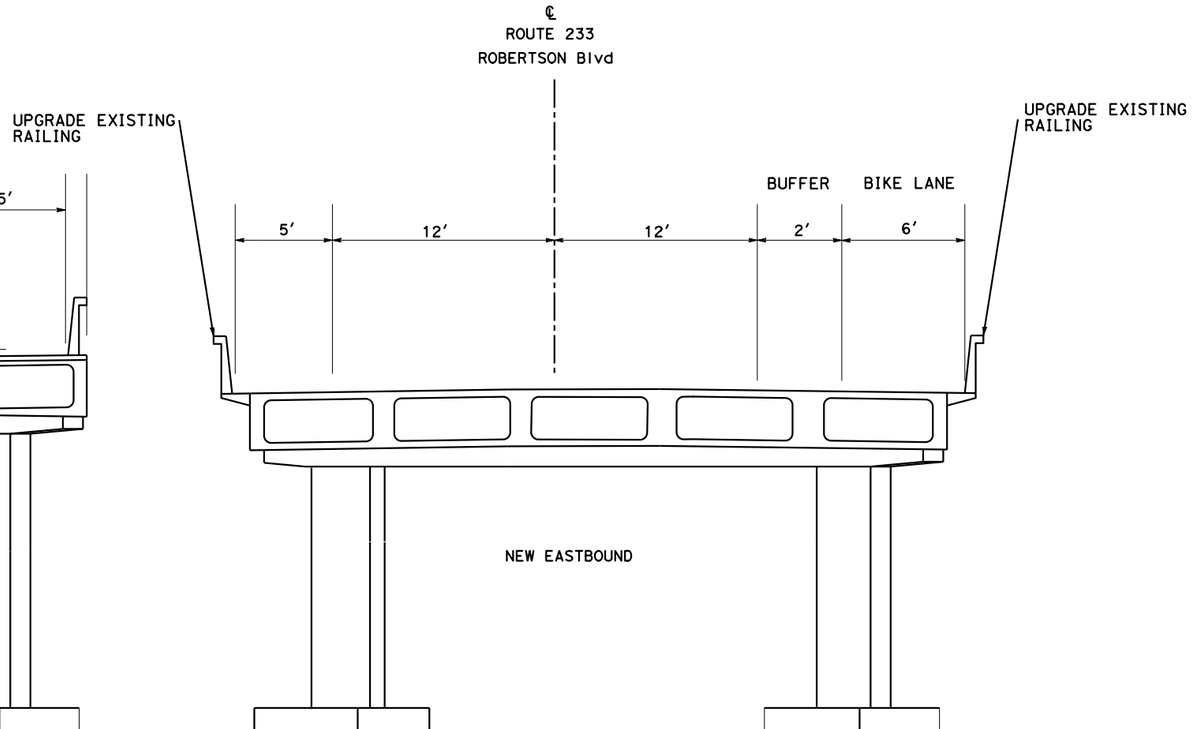
PLANS APPROVAL DATE

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.

NOTES:

1. BRIDGE TYPE AND BRIDGE DESIGN TO BE DETERMINED BY STRUCTURES.





REMOVING SIDEWALK, WIDENING BRIDGE AND UPGRADE BRIDGE RAILING

Robertson Blvd

EXISTING EASTBOUND BRIDGE

NO SCALE

X-5

BRANDON LOPEZ — REVISED BY
JOHNNY REYES — DATE REVISED
CALCULATED-DESIGNED BY
CHECKED BY
MARIO JARAMILLO — FUNCTIONAL SUPERVISOR
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 06-07-23
DATE PLOTTED => 7-JUN-2023
TIME PLOTTED => 09:21

BORDER LAST REVISED 7/2/2010

USERNAME => s156309
DGN FILE => 0612000307ca005.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1475

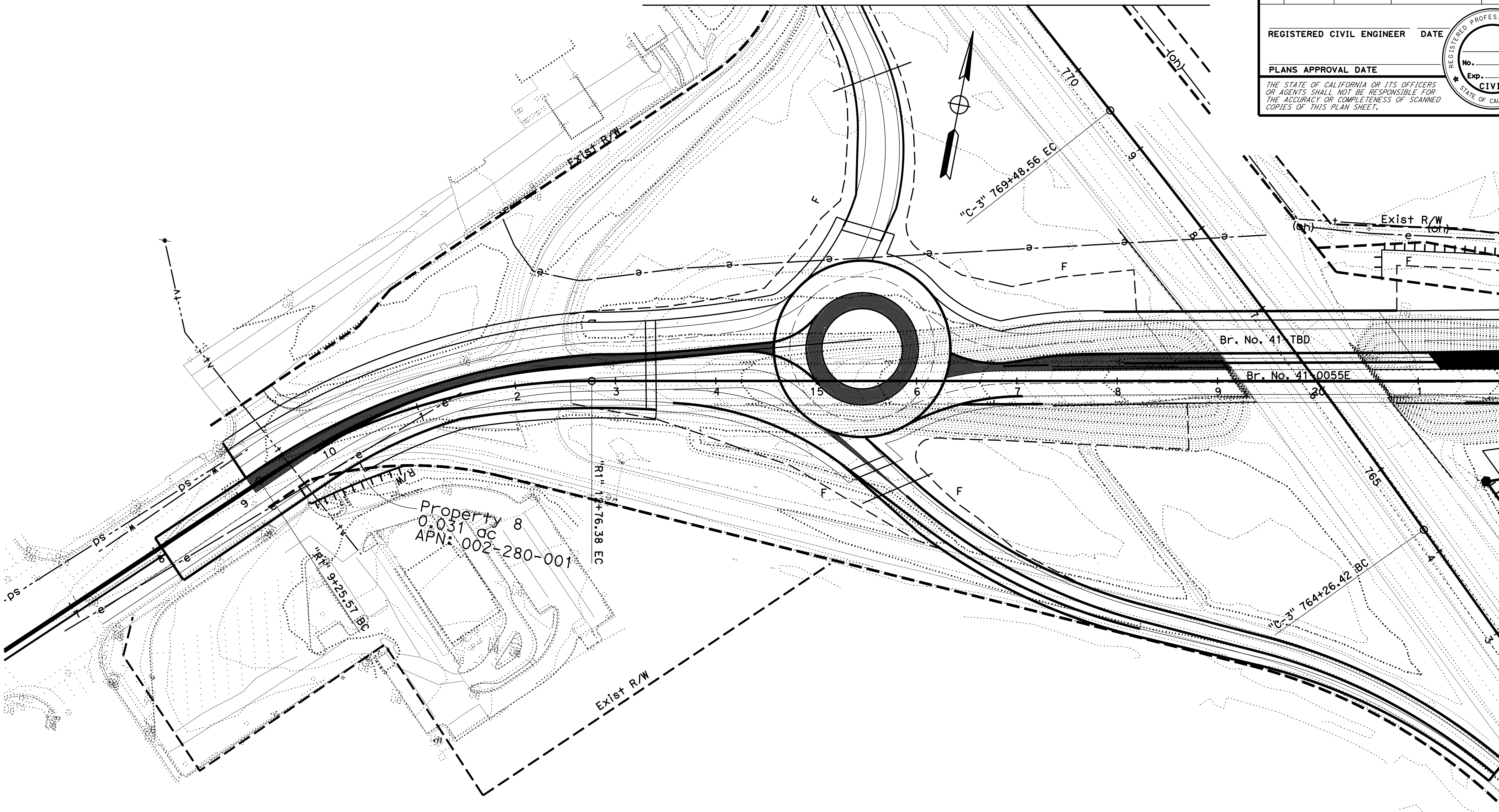
PROJECT NUMBER & PHASE 0612000307

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3-26.8		

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.



ATTACHMENT C

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
DESIGN

FUNCTIONAL SUPERVISOR: MARIO JARAMILLO
CALCULATED-DESIGNED BY: BRANDON LOPEZ
CHECKED BY: JOHNNY REYES
REVISED BY
DATE REVISED

LAYOUT L-1

SCALE: 1"=50'

LAST REVISION 05-26-23
DATE PLOTTED => 7-JUN-2023
TIME PLOTTED => 09:32

BORDER LAST REVISED 7/2/2010
USERNAME => s156309
DGN FILE => 0612000307ea001_5-26.dgn
RELATIVE BORDER SCALE IS IN INCHES
UNIT 1459
PROJECT NUMBER & PHASE 0612000307

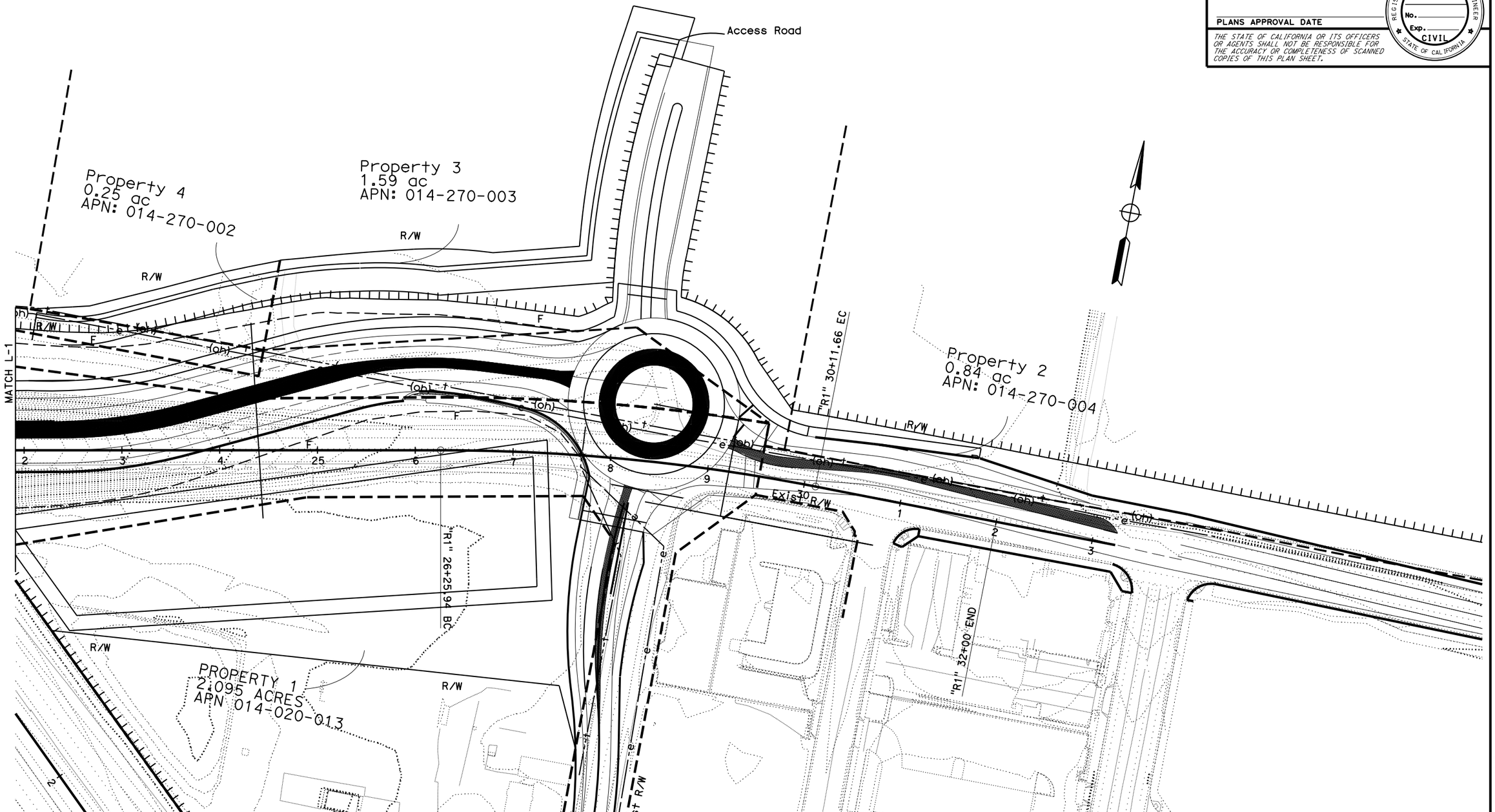
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3-26.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.



LAYOUT
L-2

SCALE: 1"=50'

LAST REVISION	DATE PLOTTED => 7-JUN-2023
06-07-23	TIME PLOTTED => 09:38

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY	CHECKED BY
BRANDON LOPEZ	JOHNNY REYES

FUNCTIONAL SUPERVISOR: MARIO JARAMILLO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

BORDER LAST REVISED 7/2/2010

USERNAME => s156309
DGN FILE => 0612000307ea002_5-26.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1459

PROJECT NUMBER & PHASE 0612000307

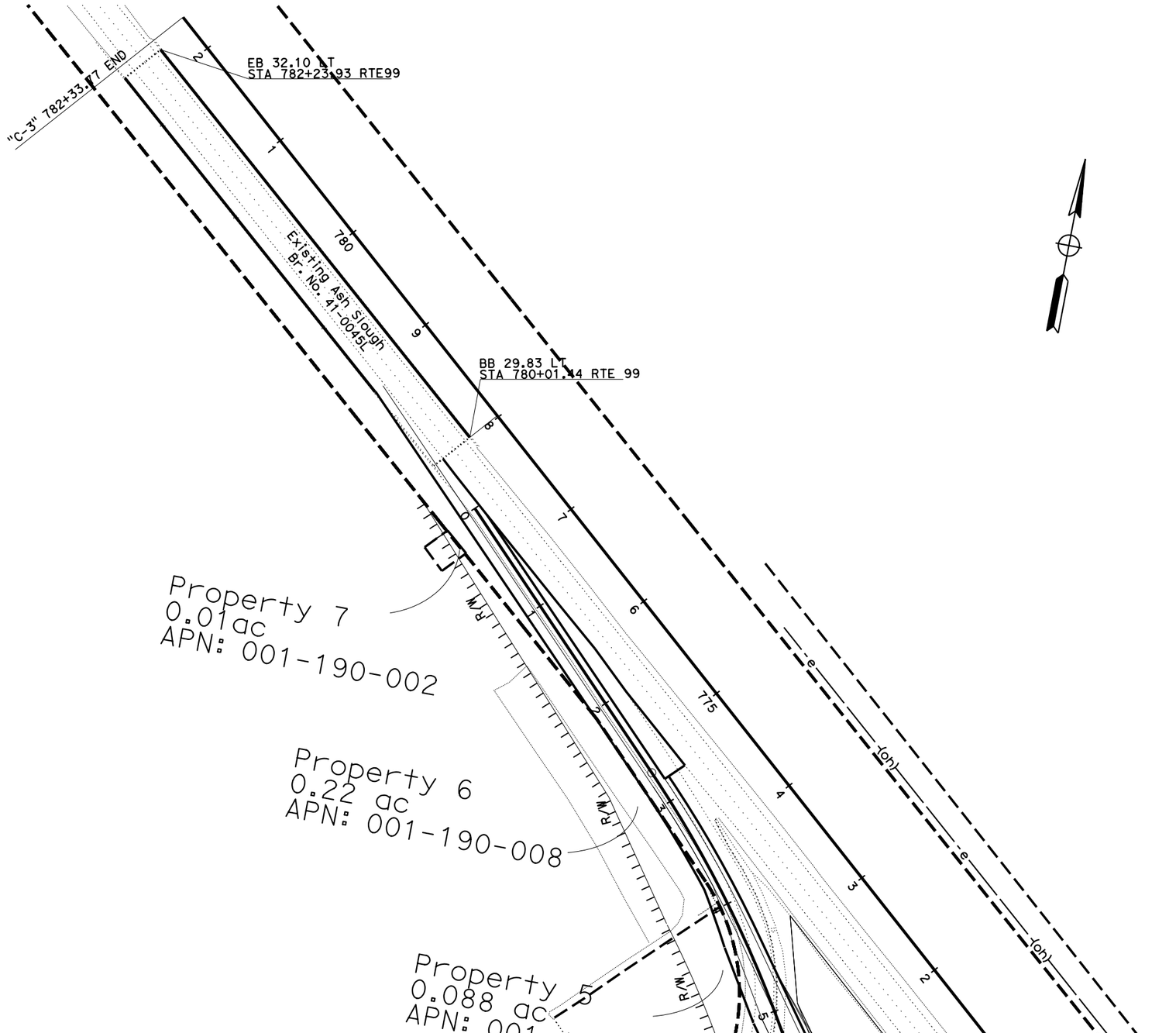
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3-26.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.



SCALE: 1"=50'

LAYOUT L-3

LAST REVISION 06-07-23 | DATE PLOTTED => 7-JUN-2023 | TIME PLOTTED => 09:43

CALCULATED-DESIGNED BY

CHECKED BY

BRANDON LOPEZ

JOHNNY REYES

REVISED BY

DATE REVISED

FUNCTIONAL SUPERVISOR

MARIO JARAMILLO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

DESIGN

Caltrans

BORDER LAST REVISED 7/2/2010

USERNAME => s156309
DGN FILE => 0612000307ea003_5-26.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1459

PROJECT NUMBER & PHASE 0612000307

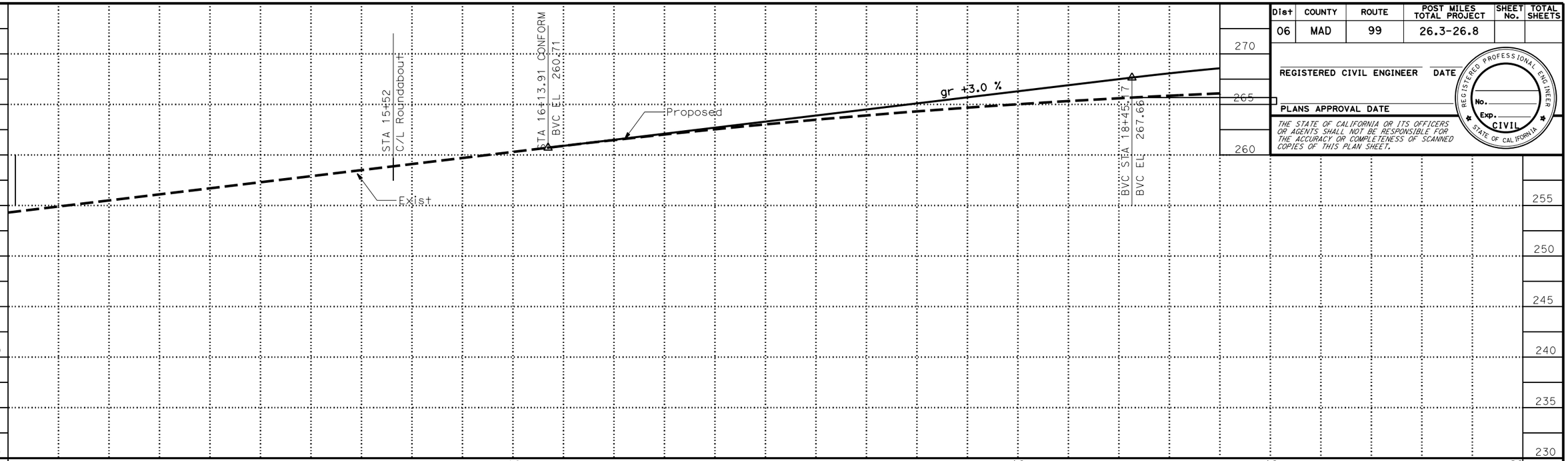
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3-26.8		

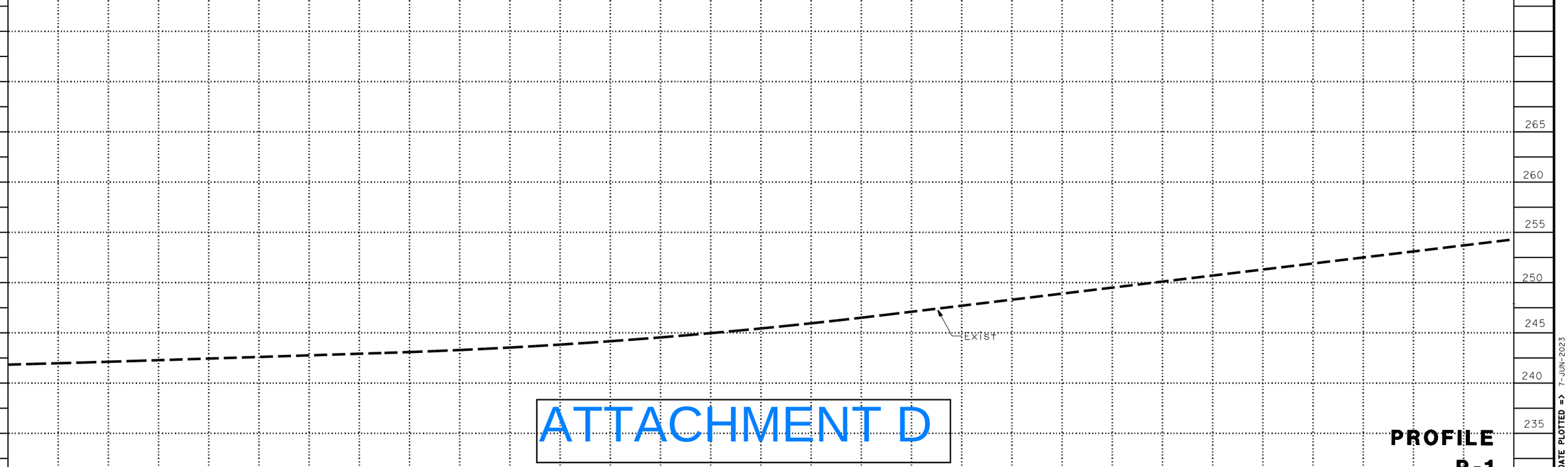
REGISTERED CIVIL ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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.





ATTACHMENT D

PROFILE
P-1

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY: BRANDON LOPEZ
CHECKED BY: JOHNNY REYES

FUNCTIONAL SUPERVISOR: MARIO JARAMILLO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION: DATE PLOTTED => 7-JUN-2023 TIME PLOTTED => 09:51
06-07-23

BORDER LAST REVISED 7/2/2010

USERNAME => s156309
DGN FILE => 0612000307fb001.DGN

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1459

PROJECT NUMBER & PHASE 0612000307

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	MAD	99	26.3-26.8		

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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

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.

270 265 260 255 250 245 240 235 230

Exist

STA 28+45
C/L Roundabout

STATION	25	26	27	28	29	30	TOTAL
CY Exc							
CY Emb							

285 280 275 270 265 260 255 250 245 240

VPI STA 20+20.17
VPI EL 272.90

Proposed

350.00VC

EB STA 21+08

EVC STA 21+95.17
EVC EL 265.90

Exist (As-Builts)

gr -4.0 %

Proposed

STA 24+39.09 CONFORM
EL 255.99

BB STA 19+43.84
Exist Bridge No. 41-55
EXISTING ETW

47′

C/L Route 99 STA 19+98.59

47′

EXISTING ETW
EB STA 20+53.34
Exist Bridge No. 41-55

PROFILE
P-2

STATION	19	20	21	22	23	24	TOTAL
CY Exc							
CY Emb							

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY: BRANDON LOPEZ
CHECKED BY: JOHNNY REYES
FUNCTIONAL SUPERVISOR: MARIO JARAMILLO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
DESIGN

LAST REVISION 06-14-23
DATE PLOTTED => 14-JUN-2023
TIME PLOTTED => 09:30

BORDER LAST REVISED 7/2/2010

USERNAME => s156309
DGN FILE => 0612000307fb002.DGN

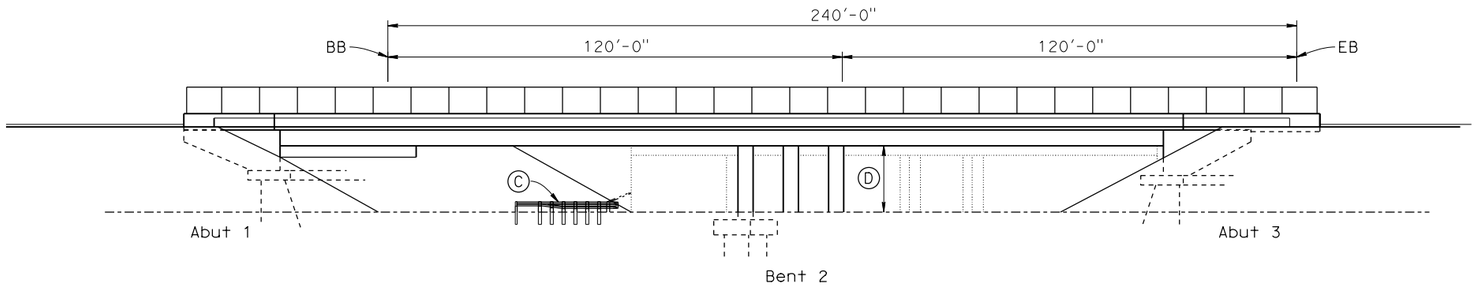
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 1459

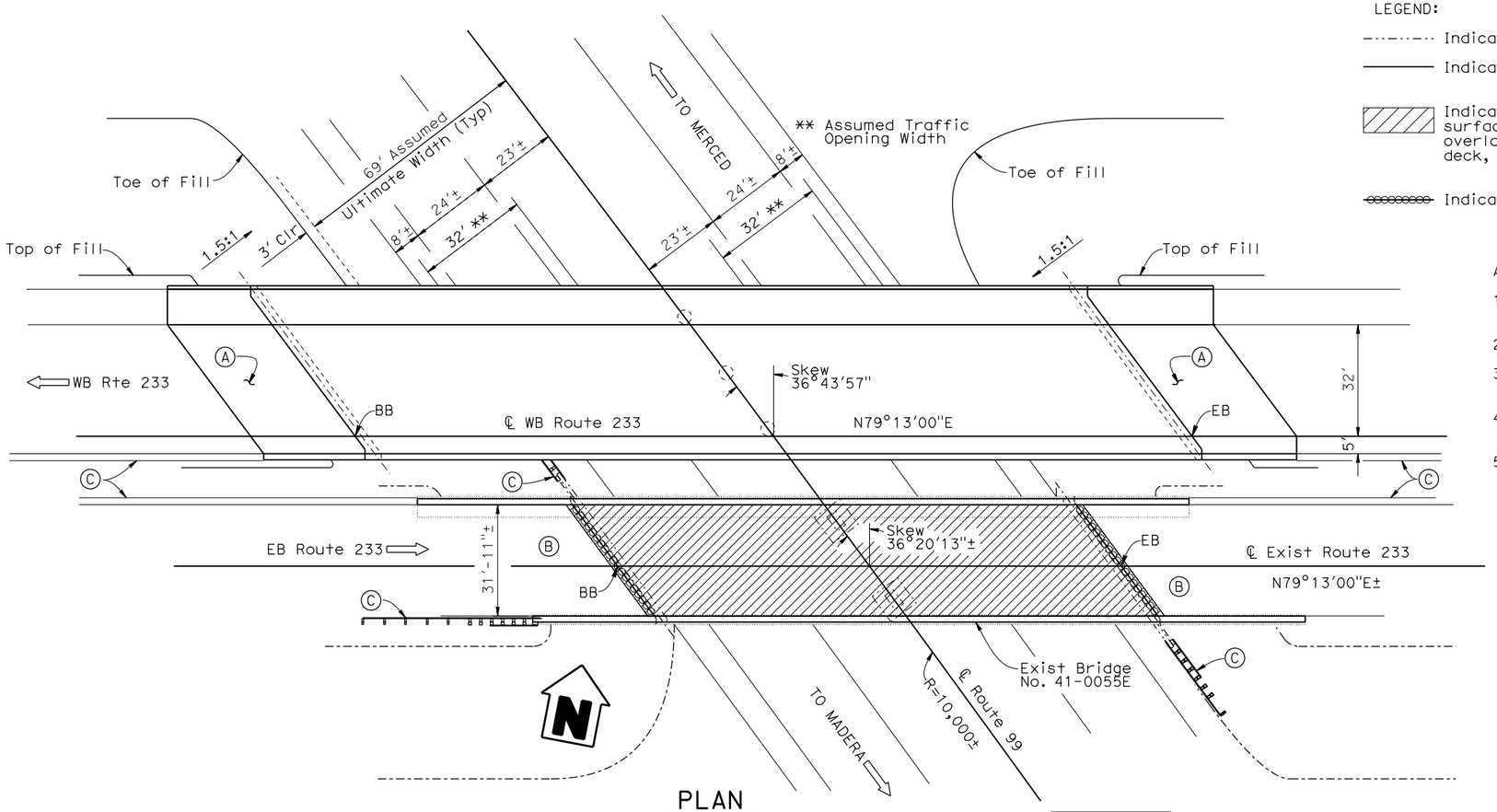
PROJECT NUMBER & PHASE 0612000307

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
6	Mad	99	26.3/26.8



MIRRORED ELEVATION
1" = 20'



PLAN
1" = 20'

NOTES:

1. For "TYPICAL SECTION" see Page 2 of 2.
2. Traffic will pass through the construction site. Stage construction will be required.
   Stage 1 = New bridge construction; Rte 233 traffic on existing bridge
   Stage 2 = Existing bridge modification; Rte 233 traffic on new bridge
3. Falsework will be required over traffic on Option 1. A temporary minimum vertical clearance of 15-ft is to be provided. Directional Rte 99 closures will be required during falsework erection/removal or precast girder erection operations.

(A) Structure Approach Type N (30)

(B) Pavement Transition, See Roadway Plans

(C) Bridge Approach Railing, See Roadway Plans

(D) The design profile of the new bridge shall accommodate a minimum vertical clearance as follows:
   18'-0" for Option 1 (CIP/PT Box Girder)
   16'-6" for Option 2 (PC/PS WF Girder)
The vertical clearance at the existing bridge will be unchanged.

LEGEND:

Indicates Existing Structure

Indicates New Construction

Indicates limits of HMA overlay removal, prepare concrete bridge deck surface, furnish and place new 1" min thick and varies polyester concrete overlay. Prior to placing new polyester concrete overlay on the existing deck, remove unsound concrete and place rapid setting concrete (patch)

Indicates limits of clean expansion joint and replace joint seal

ASSUMPTIONS/RISKS:

1. The proposd new bridge is assumed to be on a parallel offset alignment from the existing bridge.
2. Stationing and preliminary profiole information not available.
3. The new bridge abutments are assumed to be located to meet the ultimate 8-lane Route 99 configuration.
4. Driven Class 140 concete pile foundations assumed at each new support location.
5. Strengthening of the existing bridge to accommodate the proposed cross slope correction is assumed not necessary.

CONCEPTUAL

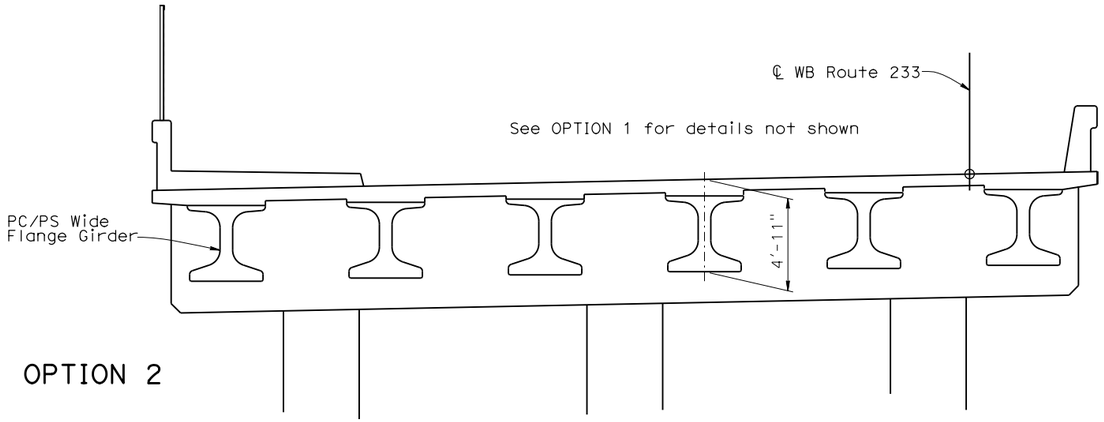
ATTACHMENT E

INCOMPLETE PLAN FOR DESIGN STUDY
PRINTED DATE: 24-FEB-2023
Office of Structure Design
STATE OF CALIFORNIA

DESIGNED BY M. Downs	DATE 11/2022	STRUCTURE DESIGN	PLANNING STUDY
DRAWN BY M. Downs	DATE 11/2022	DESIGN BRANCH	Route 99/233 Connector
CHECKED BY –	DATE –		UNIT: 3602 / BRIDGE No.: 41-55E, 41-NEW
APPROVED –	DATE –		PROJECT EA: 0P910 / PROJECT No. & PHASE: 0612~307,0

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
6	Mad	99	26.3/26.8



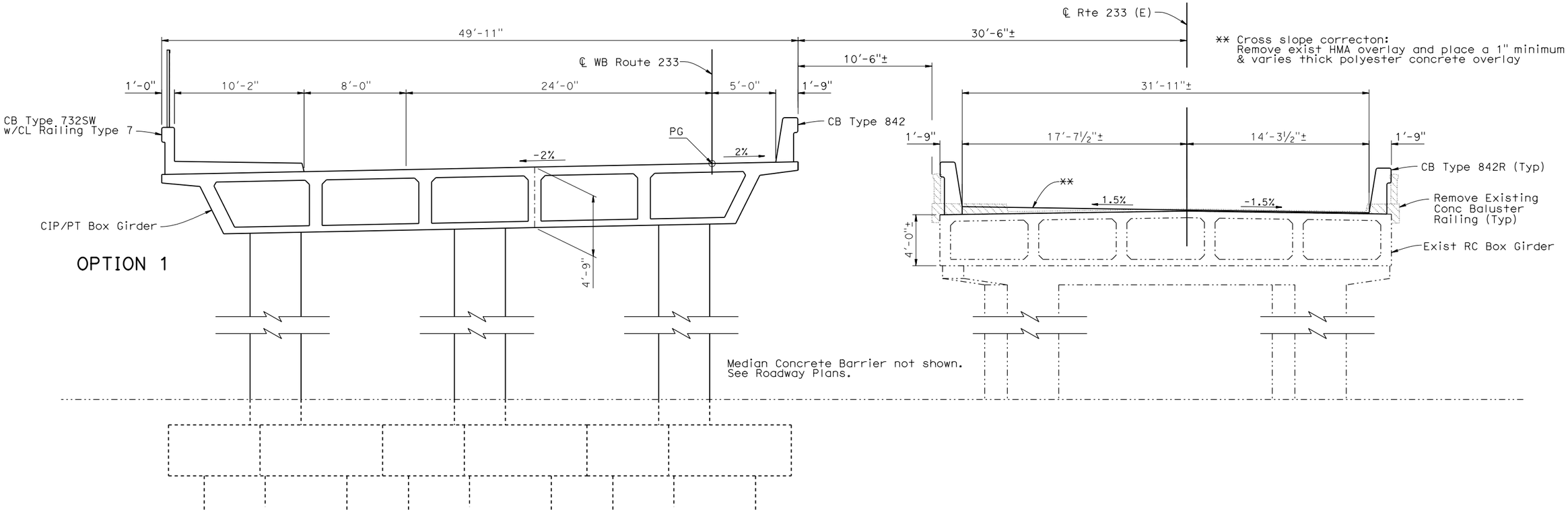
OPTION 2

LEGEND:

Indicates Existing Structure

Indicates New Construction

Indicates Bridge Removal (Portion)



OPTION 1

TYPICAL SECTION

¼" = 1'-0"

Pg. 2 of 2

CONCEPTUAL

INCOMPLETE PLAN
FOR DESIGN STUDY
PRINTED
DATE: 24-FEB-2023
Office of
Structure Design
STATE OF CALIFORNIA

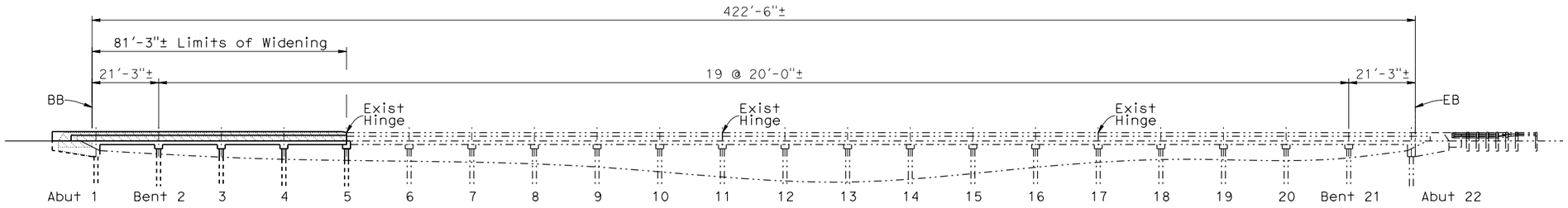
DESIGNED BY: M. Downs	DATE: 11/2022	STRUCTURE DESIGN	PLANNING STUDY
DRAWN BY: M. Downs	DATE: 11/2022	DESIGN BRANCH	Route 99/233 Connector
CHECKED BY: –	DATE: –		UNIT: 3602 / BRIDGE No.: 41-55E, 41-NEW
APPROVED: –	DATE: –		PROJECT EA: 0P910 / PROJECT No. & PHASE: 0612~307,0

STRUCTURES DESIGN ADVANCE PLANNING STUDY SHEET
(ENGLISH) (REVISION 1/11/2019)

DATE PLOTTED => 24-FEB-2023 TIME PLOTTED => 15:29
FILE => 06-0P9100_Concept2022.dgn USERNAME => s121298

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION - DIVISION OF ENGINEERING SERVICES

Dist	COUNTY	ROUTE	POST MILE
6	Mad	99	26.3/26.8



MIRRORED ELEVATION
1" = 20'

NOTES:

1. Traffic will pass through the construction site. Stage construction will not be required.
2. Access to and work within Ash Slough will be required for pile installation and falsework erection/removal operations.

Ⓐ Remove CB Type 25 within limits of widening only

Ⓑ Temporary Railing, See Roadway Plans

Ⓒ New CB Type 736 will require a traffic face and height transition to the exsiting CB Type 25

LEGEND:

Indicates Existing Structure

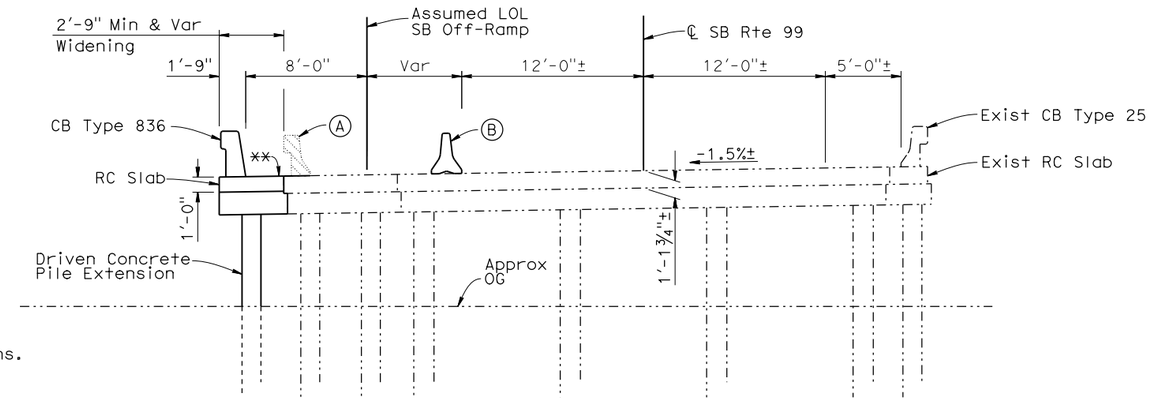
Indicates New Construction

Indicates Bridge Removal (Portion)

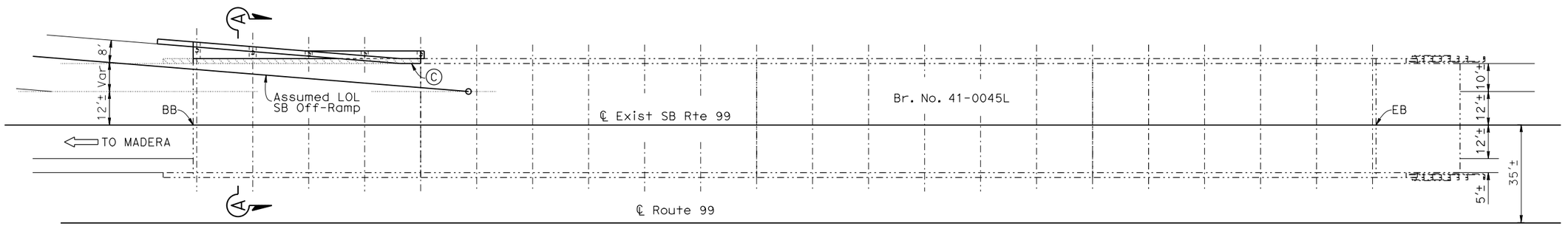
ASSUMPTIONS/RISKS:

1. Stationing and alignment information is not available. The proposed widening is based on a rough layout.
2. Driven concrete piles assumed at widened support locations.
3. Additional bridge preventative maintenance, scour or seismic mitigation is not required.
4. CB Type 25 outside widening limits is to remain.
5. No work necessary on the NB bridge (41-0045R).

** Match existing grade and cross-slope



SECTION A-A
1" = 5'



PLAN
1" = 20'

INCOMPLETE PLAN FOR DESIGN STUDY
PRINTED DATE: 24-FEB-2023
Office of Structure Design
STATE OF CALIFORNIA

CONCEPTUAL

DESIGNED BY: M. Downs	DATE: 2/2023	STRUCTURE DESIGN	PLANNING STUDY
DRAWN BY: M. Downs	DATE: 2/2023	DESIGN BRANCH	ASH SLOUGH (WIDEN)
CHECKED BY: -	DATE: -		UNIT: 3602 / BRIDGE No.: 41-0045L
APPROVED: -	DATE: -		PROJECT EA: 0P910 / PROJECT No. & PHASE: 0612~307,0

PROJECT

PA&ED COST ESTIMATE©

EA: 06-0P910 PID: 612000307

EA: 06-0P910

PID: 612000307

District-County-Route: 06-Mad-099

PM: 26.3 - 26.8

Type of Estimate : Project Approval and Enviromental Document Cost Estimate

Program Code : SHOPP 20.10.201.315

Project Limits : Route 99/233 Separation in Madera County from 2.6 miles North of Avenue 24 OC to 1.3 miles South of Le Grande Avenue OC

Project Description: Interchange improvement

Scope : The California Department of Transportation (Caltrans) proposes to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. Each roundabout will be constructed with two circulating lanes on the eastbound and westbound directions.

Alternative : Alternative # 1

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	**$ 14,372,500**	**$ 16,256,264**
TOTAL STRUCTURES COST	**$ 7,280,000**	**$ 8,234,170**
SUBTOTAL CONSTRUCTION COST	**$ 21,652,500**	**$ 24,490,434**
TOTAL RIGHT OF WAY COST	**$ 2,129,400**	**$ 2,410,100**
TOTAL CAPITAL OUTLAY COSTS	**$ 23,782,000**	**$ 26,901,000**
PA/ED SUPPORT	**$ -**	**$ -**
PS&E SUPPORT	**$ -**	**$ -**
RIGHT OF WAY SUPPORT	**$ -**	**$ -**
CONSTRUCTION SUPPORT	**$ -**	**$ -**
TOTAL SUPPORT COST	**$ -**	**$ -**
TOTAL PROJECT COST	**$ 23,800,000**	**$ 26,950,000** *

Programmed Amount

	Month	/	Year
Date of Estimate (Month/Year)	7	/	2023
Estimated Construction Start (Month/Year)	11	/	2026
Number of Working Days =			329
Estimated Mid-Point of Construction (Month/Year)	9	/	2027
Estimated Construction End (Month/Year)	8	/	2028
Number of Plant Establishment Days			729

Estimated Project Schedule

PID Approval	11/1/2013
PA/ED Approval	6/23/2023
PS&E	7/17/2023
RTL	6/2/2025
Begin Construction	12/17/2025

Reviewed by District O.E. or Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier	Date	Phone

Approved by Project Manager

Project Manager	Date	Phone
	7/25/2023	(559) 383-5247

ATTACHMENT F

I. ROADWAY ITEMS SUMMARY

	Section		Cost
1	**Earthwork**	$	767,200
2	**Pavement Structural Section**	$	2,343,100
3	**Drainage**	$	520,300
4	**Specialty Items**	$	432,100
5	**Environmental**	$	2,219,000
6	**Traffic Items**	$	2,010,800
7	**Detours**	$	-
8	**Minor Items**	$	414,700
9	**Roadway Mobilization**	$	870,800
10	**Supplemental Work**	$	777,100
11	**State Furnished**	$	1,183,400
12	**Time-Related Overhead**	$	959,300
13	**Total Roadway Contingency**	$	1,874,700
	TOTAL ROADWAY ITEMS	**$**	**14,372,500**

Estimate Prepared By :	Brandon Lopez, TE	7/25/2023	(559) 383-5443
	Name and Title	Date	Phone
Estimate Reviewed By :	Johnny Reyes, TE	7/25/2023	(559) 201-8384
	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.

EA: 06-0P910 PID: 612000307

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price ($)			Cost
190101	Roadway Excavation	CY	11,200	x	28.00	=	$	313,600
19010X	Roadway Excavation (Insert Type) ADL	CY		x		=	$	-
198010	Imported Borrow	CY	26,600	x	15.00	=	$	399,000
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		=	$	-
170103	Clearing & Grubbing	LS	1	x	54,600.00	=	$	54,600
100100	Develop Water Supply	LS		x		=	$	-
19801X	Imported Borrow	CY/TON		x		=	$	-
21012X	Duff	ACRE/SQFT		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL EARTHWORK SECTION ITEMS	**$**	**767,200**

SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price ($)			Cost
401050	Jointed Plain Concrete Pavement	CY	340	x	470.00	=	$	159,800
400050	Continuously Reinforced Concrete Pavement	CY		x		=	$	-
390132	Hot Mix Asphalt (Type A)	TON	11,600	x	95.00	=	$	1,102,000
390137	RUBBERIZED HOT MIX ASPHALT (GAP GRADED)	TON	2,500	x	150.00	=	$	375,000
26020X	Class 2 Aggregate Base	CY	9,880	x	50.00	=	$	494,000
250401	Class 4 Aggregate Subbase	CY		x		=	$	-
414240	Isolation Joint Seal (Asphalt Rubber)	LF		x		=	$	-
414241	Isolation Joint Seal (Silicone)	LF		x		=	$	-
280010	Rapid Strength Concrete Base	CY		x		=	$	-
410096	Drill and Bond (Dowel Bar)	EA		x		=	$	-
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		=	$	-
391006	Asphalt Binder (Geosynthetic Pavement Interlayer)	TON		x		=	$	-
290201	Asphalt Treated Permeable Base	CY		x		=	$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		=	$	-
397005	Tack Coat	TON	5	x	1,200.00	=	$	6,000
377501	Slurry Seal	TON		x		=	$	-
374493	Polymer Asphaltic Emulsion (Seal Coat)	TON		x		=	$	-
370001	Sand Cover (Seal)	TON		x		=	$	-
731530	Minor Concrete (Textured Paving)	CY	290	x	625.00	=	$	181,250
731502	Minor Concrete (Miscellaneous Construction)	CY		x		=	$	-
39407X	Place Hot Mix Asphalt Dike (Insert Type)	LF		x		=	$	-
398100	Remove Asphalt Concrete Dike	LF		x		=	$	-
420201	Grind Existing Concrete Pavement	SQYD		x		=	$	-
398300	Remove Base and Surfacing	CY		x		=	$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		=	$	-
41800X	Remove Concrete Pavement	SQYD/CY		x		=	$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD		x		=	$	-
398200	Cold Plane Asphalt Concrete Pavement	SQYD	1,040	x	24.00	=	$	24,960
846046	6" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846049	6" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
846051	12" Rumble Strip (Asphalt Concrete Pavement)	STA		x		=	$	-
846052	12" Rumble Strip (Concrete Pavement)	STA		x		=	$	-
420102	Groove Existing Concrete Pavement	SQYD		x		=	$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		=	$	-
390136	Minor Hot Mix Asphalt	TON		x		=	$	-
XXXXXX	Some Item	Unit		x		=	$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	**$**	**2,343,100**

SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price ($)			Cost
71013X	Remove Culvert	LF	36	x	122.00	=	$	4,392
710152	Remove Headwall	EA	2	x	1,600.00	=	$	3,200
710240	Modify Inlet	EA		x		=	$	-
710370	Sand Backfill	CY		x		=	$	-
71010X	Abandon Culvert	LF		x		=	$	-
710196	Adjust Inlet	LF		x		=	$	-
710262	Cap Inlet	EA		x		=	$	-
510501	Minor Concrete	CY		x		=	$	-
510502	Minor Concrete (Minor Structure)	CY		x		=	$	-
731627	Minor Concrete (Curb, Sidewalk, and Curb Ramp)	CY	580	x	838.00	=	$	486,040
6101XX	XX" Alternative Pipe Culvert (Insert Type)	LF		x		=	$	-
6411XX	XX" Plastic Pipe	LF		x		=	$	-
610112	24" Reinforced Concrete Pipe	LF	370	x	72.00	=	$	26,640
6811XX	XX" Plastic Pipe (Edge Drain)	LF		x		=	$	-
6901XX	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thi	LF		x		=	$	-
7006XX	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF		x		=	$	-
7032XX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF		x		=	$	-
7050XX	XX" Steel Flared End Section	EA		x		=	$	-
703233	Grated Line Drain	LF		x		=	$	-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON		x		=	$	-
72901X	Rock Slope Protection Fabric (Insert Class)	SQYD		x		=	$	-
721420	Concrete (Ditch Lining)	CY		x		=	$	-
721430	Concrete (Channel Lining)	CY		x		=	$	-
750001	Miscellaneous Iron and Steel	LB		x		=	$	-
XXXXXX	Additional Drainage	LS		x		=	$	-

TOTAL DRAINAGE ITEMS	**$**	**520,300**

SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price ($)			Cost
520103	Bar Reinforced Steel (Retaining Wall)	LB	11,100	x	2.59	=	$	28,749
5100XX	Structural Concrete	CY		x		=	$	-
510060	Structural Concrete, Retaining Wall	CY	170	x	1,140.00	=	$	193,800
5201XX	Bar Reinforcing Steel	LB		x		=	$	-
080050	Progress Schedule (Critical Path Method)	LS	1	x	5,000.00	=	$	5,000
582001	Sound Wall (Masonry Block)	SQFT		x		=	$	-
510530	Minor Concrete (Wall)	CY		x		=	$	-
60005X	Remove Sound Wall	LF/LS/SQFT		x		=	$	-
070030	Lead Compliance Plan	LS	1	x	5,000.00	=	$	5,000
141120	Treated Wood Waste	LB	6,840	x	1.70	=	$	11,628
839750	Remove Barrier	LF		x		=	$	-
839752	Remove Guardrail	LF	465	x	15.00	=	$	6,975
710167	Remove Flared End Section	EA		x		=	$	-
800360	Chain Link Fence (Type CL-6)	LF	1,400	x	29.00	=	$	40,600
80XXXX	XX" Chain Link Gate (Type CL-X)	EA		x		=	$	-
832006	MIDWEST GUARDRAIL SYSTEM (STEEL POST	LF	1,020	x	54.00	=	$	55,080
839301	Single Thrie Beam Barrier	LF		x		=	$	-
839310	Double Thrie Beam Barrier	LF		x		=	$	-
839521	Cable Railing	LF		x		=	$	-
839566	Terminal System (Type CAT)	EA		x		=	$	-
839584	Alternative In-line Terminal System	EA	8	x	5,160.00	=	$	41,280
839585	Alternative Flared Terminal System	EA		x		=	$	-
4906XX	XX" Cast-In-Drilled-Hole Concrete Piling	LF		x		=	$	-
8396XX	Crash Cushion (Insert Type)	EA		x		=	$	-
8331XX	Concrete Barrier (Insert Type)	LF		x		=	$	-
475010	Retaining Wall (Masonry Wall)	SQFT		x		=	$	-
511035	Architectural Treatment	SQFT		x		=	$	-
780460	Anti-Graffiti Coating	SQFT		x		=	$	-
780450	Rock Stain	SQFT		x		=	$	-
4730XX	Reinforced Concrete Crib Wall (Insert Type)	SQFT		x		=	$	-
839543	Transition Railing (Type WB-31)	EA	8	x	5,490.00	=	$	43,920
780440	Prepare and Stain Concrete	SQFT		x		=	$	-
839561	Rail Tensioning Assembly	EA		x		=	$	-
83958X	End Anchor Assembly (Insert Type)	EA						

TOTAL SPECIALTY ITEMS	**$**	**432,100**

Effective immediately, districts must input estimated item quantities in blue text above in the PRSM database for the pay items listed in the Design Memo, dated April 9, 2018, when Project Report is approved (Milestone 200). Link to Desgin Memo.

EA: 06-0P910 PID: 612000307

SECTION 5: ENVIRONMENTAL

5A - ENVIRONMENTAL MITIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
	Bio Monitoring	LS	1	x	10,000.00	=	$	10,000
80010X	Temporary Fence (Insert Type)	LF	560	x	10.00	=	$	5,600
	Paleo Monitoring	LS	1	x	150,000.00	=	$	150,000
036174	Bird and Bat Exclusions	LS	1	x	20,000.00	=	$	20,000

Subtotal Environmental Mitigation $ *185,600*

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price ($)			Cost
20XXXX	Highway Planting	LS	1	x	1,417,680.00	=	$	1,417,680
20XXXX	Irrigation System	LS		x		=	$	-
204099	Plant Establishment Work	LS		x		=	$	-
20XXXX	Follow-up Landscape Project	LS		x		=	$	-
206405	Remove Irrigation Facility	LS		x		=	$	-
204096	Maintain Existing Planted Areas	LS	1	x	30,000.00	=	$	30,000
206400	Check and Test Existing Irrigation Facilities	LS		x		=	$	-
21011X	Imported Topsoil	CY/TON		x		=	$	-
200114	Rock Blanket	SQFT/SQYD		x		=	$	-
200122	Weed Germination	SQYD		x		=	$	-
995100	Water Meter Charges	LS		x		=	$	-
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x		=	$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation	LF		x		=	$	-

Subtotal Landscape and Irrigation $ *1,447,680*

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price ($)			Cost
211111	Permanent Erosion Control Establishment Work	LS		x		=	$	-
210010	Move-In/Move-Out (Erosion Control)	EA		x		=	$	-
210350	Fiber Rolls	LF		x		=	$	-
210360	Compost Sock	LF		x		=	$	-
2102XX	Rolled Erosion Control Product (Insert Type)	SQFT		x		=	$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x		=	$	-
210300	Hydromulch	SQFT		x		=	$	-
210420	Straw	SQFT		x		=	$	-
210430	Hydroseed	SQFT		x		=	$	-
210610	Compost	CY		x		=	$	-
210630	Incorporate Materials	SQFT		x		=	$	-
XXXXXX	Erosion Control	AC	15	x	20,000.00	=	$	300,000

Subtotal Erosion Control $ *300,000*

5D - NPDES

Item code		Unit	Quantity		Unit Price ($)			Cost
130300	Prepare SWPPP	LS		x		=	$	-
130200	Prepare WPCP	LS		x		=	$	-
130100	Job Site Management	LS		x		=	$	-
130330	Storm Water Annual Report	EA		x		=	$	-
130310	Rain Event Action Plan	EA		x		=	$	-
130320	Storm Water Sampling and Analysis Day	EA		x		=	$	-
130520	Temporary Hydraulic Mulch	SQYD		x		=	$	-
130550	Temporary Hydroseed	SQYD		x		=	$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA		x		=	$	-
130640	Temporary Fiber Roll	LF		x		=	$	-
130900	Temporary Concrete Washout	LS		x		=	$	-
130710	Temporary Construction Entrance	EA		x		=	$	-
130610	Temporary Check Dam	LF		x		=	$	-
130620	Temporary Drainage Inlet Protection	EA		x		=	$	-
130730	Street Sweeping	LS		x		=	$	-
xxxxxx	Storm Water Items Estimate (1.25% of Total Cost)	LS	1	x	285,625.00	=	$	285,625

Subtotal NPDES $ *285,625*

TOTAL ENVIRONMENTAL $ 2,219,000

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		=	$	-

Subtotal Supplemental Work for NDPS $ *-*

*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
870200	Lighting System	LS		x		=	$	-
870300	Sign Illumination System	LS		x		=	$	-
870400	Signal and Lighting System	LS		x		=	$	-
870510	Ramp Metering System	LS		x		=	$	-
87181X	Interconnection Conduit and Cable	LF/LS		x		=	$	-
5602XX	Furnish Sign Structure (Insert Type)	LB		x		=	$	-
5602XX	Install Sign Structure (Insert Type)	LB		x		=	$	-
4980XX	XX" CIDHC Pile (Sign Foundation)	LF		x		=	$	-
87011X	Inductive Loop Detector	EA/LS		x		=	$	-
870600	Traffic Monitoring Station System	LS		x		=	$	-
XXXXX	Modify Traffic Signal	LS	1	x	324,000.00	=	$	324,000
XXXXX	Modify Street Lighting	LS	1	x	90,000.00	=	$	90,000
XXXXX	Modify Safety Lighting	LS	1	x	244,500.00	=	$	244,500
XXXXX	Roundabout Safety Lighting	LS	1	x	375,000.00	=	$	375,000
XXXXX	Traffic Count Station	LS	1	x	60,000.00	=	$	60,000
XXXXX	Vehicle Classification Station	LS	1	x	135,000.00	=	$	135,000
XXXXX	Camera System	LS	1	x	50,000.00	=	$	50,000
XXXXX		LS		x		=	$	-

Subtotal Traffic Electrical *$* *1,278,500*

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price ($)			Cost
820840	Roadside Sign - One Post	EA	80	x	400.00	=	$	32,000
820850	Roadside Sign - Two Post	EA	5	x	1,000.00	=	$	5,000
5602XX	Furnish Sign Structure (Insert Type)	SQFT		x		=	$	-
820890	Install Sign Panel on Existing Frame	SQFT		x		=	$	-
846020	Remove Painted Traffic Stripe	LF		x		=	$	-
141102	Remove Yellow Painted Traffic Stripe (Hazardous \	LF		x		=	$	-
846025	Remove Painted Pavement Marking	SQFT		x		=	$	-
820250	Remove Roadside Sign	EA	80	x	110.00	=	$	8,800
820530	Reset Roadside Sign	EA		x		=	$	-
820610	Relocate Roadside Sign	EA		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=		
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night \	LF		x		=	$	-
846012	Thermoplastic Crosswalk and Pavement Marking (Enhanced Wet Night Visibility)	SQFT		x		=	$	-
120090	Construction Area Signs	LS	1	x	100,000.00	=	$	100,000
810120	Remove Pavement Marker	EA	1,800	x	1.40	=	$	2,520
847000	6" Traffic Stripe (Warranty)	LF	40,000	x	1.35	=	$	54,000
847025	6" Traffic Stripe (Warranty) (Broken 36-12)	LF	12,000	x	1.35	=	$	16,200
847035	8" Traffic Stripe (Warranty)	LF	1,500	x	3.00	=	$	4,500
847040	8" Traffi Stripe Tape (Warranty) (Broken 12-3)	LF	12,000	x	3.00	=	$	36,000
810230	Pavement Marker (Retroreflective)	EA	3,500	x	3.50	=	$	12,250

Subtotal Traffic Signing and Striping *$* *271,270*

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price ($)			Cost
128652	Portable Changeable Message Sign	LS	22	x	$ 5,000	=	$	110,000

Subtotal Traffic Management Plan *$* *110,000*

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price ($)			Cost
120198	Plastic Traffic Drums	EA		x		=	$	-
12016X	Channelizer (Insert Type)	EA		x		=	$	-
120116	Type II Barricade	EA		x		=	$	-
120120	Type III Barricade	EA		x		=	$	-
129100	Temporary Crash Cushion Module	EA		x		=	$	-
120100	Traffic Control System	LS		x		=	$	-
129110	Temporary Crash Cushion	EA	50	x	300.00	=	$	15,000
129000	Temporary Railing (Type K)	LF	7,500	x	29.00	=	$	217,500
120149	Temporary Pavement Marking (Paint)	SQFT		x		=	$	-
120152	Temporary Pavement Marking (Tape)	SQFT		x		=	$	-
8101XX	Delineator (Insert Class)	EA		x		=	$	-
120151	Temporary Traffic Stripe (Tape)	LF	20,000	x	2.50	=	$	50,000
120300	Temporary Pavement Marker	EA	1,700	x	5.00	=	$	8,500
124000	Temporary Pedestrian Acess Route	LS	1	x	60,000.00	=	$	60,000

Subtotal Stage Construction and Traffic Handling *$* *351,000*

TOTAL TRAFFIC ITEMS **$** **2,010,800**

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/TON		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 (Insert Type)	LF		x		= $	-

TOTAL DETOURS **$** **-**

SUBTOTAL SECTIONS 1 through 7 $ 8,292,500

SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items						
ADA Items			1.0%	$	82,925	
8B - Bike Path Items						
Bike Path Items			1.0%	$	82,925	
8C - Other Minor Items						
Other Minor Items			3.0%	$	248,775	
Total of Section 1-7	$ 8,292,500	x	5.0%	= $	414,625	

TOTAL MINOR ITEMS **$** **414,700**

SECTIONS 9: ROADWAY MOBILIZATION *

Item code							
999990	Total Section 1-8	$ 8,707,200	x	10%	= $	870,720	

TOTAL ROADWAY MOBILIZATION **$** **870,800**

SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price ($)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS	1	x	84,600.00	= $	84,600
066094	Value Analysis	LS	1	x	10,000.00	= $	10,000
066070	Maintain Traffic	LS	1	x	263,200.00	= $	263,200
066919	Dispute Resolution Board	LS	1	x	15,000.00	= $	15,000
066921	Dispute Resolution Advisor	LS		x		= $	-
066015	Federal Trainee Program	LS	1	x	6,000.00	= $	6,000
066610	Partnering	LS	1	x	50,000.00	= $	50,000
066204	Remove Rock and Debris	LS		x		= $	-
066222	Locate Existing Crossover	LS		x		= $	-
XXXXXX	Some Item	Unit		x		= $	-

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

Total Section 1-8	$ 8,707,200	4%	= $	348,288		

TOTAL SUPPLEMENTAL WORK **$** **777,100**

SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price ($)		Cost
066105	Resident Engineers Office	LS	1	x	257,176.00	=	$257,176
066063	Traffic Management Plan - Public Information	LS	1	x	32,000.00	=	$32,000
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 Contract	LS	1	x	720,000.00	=	$720,000
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	$	8,707,200	2%	= $	174,144

TOTAL STATE FURNISHED $1,183,400

SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	$15,987,200	(used to calculate total TRO)

Estimated Time-Related Overhead (TRO) Percentage (0% to 10%) = **6%**

Item code		Unit	Quantity		Unit Price ($)		Cost
090100	Time-Related Overhead	WD	329	X	$2,916	=	$959,300

TOTAL TIME-RELATED OVERHEAD $959,300

SECTION 13: ROADWAY CONTINGENCY*

Risk Amount from Risk Register	(for Known Risks)		0%		$0
Additional or Residual Contingency	(for Unknown/Undefined Risks)		15%		$1,874,670
Total Section 1-12	$	12,497,800	x **15%**	=	$1,874,670

TOTAL CONTINGENCY* $1,874,700

II. STRUCTURE ITEMS

Note: Structure cost listed includes 10% TRO, 10% mobilization and 25% contingencies

	Bridge 1		Bridge 2		Bridge 3
DATE OF ESTIMATE	02/24/23		02/24/23		02/24/23
Bridge Name	33 Connector (Rail Replace &		N99 & 233 Connector (New)		Ash Slough
Bridge Number	41-0055E		41-TBD		41-0045 L
Structure Type	Bridge		Bridge		Bridge Widening
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Bridge Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$0		$0		$0
COST OF EACH	**$1,280,000**		**$5,500,000**		**$500,000**

	Building 1		Bridge 2		Bridge 3
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total Building Length (Feet)	0 LF		0 LF		0 LF
Total Area (Square Feet)	0 SQFT		0 SQFT		0 SQFT
Structure Depth (Feet)	0 LF		0 LF		0 LF
Footing Type (pile or spread)	xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxx
Cost Per Square Foot	$300		$0		$0
COST OF EACH	**$0**		**$0**		**$0**

TOTAL COST OF BRIDGES		**$7,280,000**
TOTAL COST OF BUILDINGS		**$0**
Time-Related Overhead	0%	**$0**
STRUCTURES MOBILIZATION	0%	**$0**
STRUCTURES CONTINGENCY*	0%	**$0**
TOTAL COST OF STRUCTURES		**$7,280,000**

Estimate Prepared By: _____ _____

XXXXXXXXXXXXXXXX ------ Division of Structures — Date

EA: 06-0P910 PID: 612000307

III. RIGHT OF WAY

Fill in all of the available information from the Right of Way Data Sheet.

				Current Value Future Use		*Escalated Value*
A)	A1)	Acquisition, including Excess Land, Fees, Damages, Goodwill	$	1,641,563	$	1,809,823
	A2)	Acquisition of Offsite Mitigation	$	54,388	$	59,962
	A3)	Railroad Acquisition	$	0	$	62,500
B)	B1)	Utility Relocation (State Share)	$	314,063	$	346,254
	B2)	Potholing (Design Phase)	$	84,375	$	93,023
C)	Utility - Advance Engineering Estimate (Encumber with State Only Funds)		$	0	$	0
D)	RAP and/or Last Resort Housing		$	0	$	0
E)	Clearance & Demolition		$	0	$	0
F)	Relocation Assistance (RAP and/or Last Resort Housing Costs)		$	0	$	0
G)	Title and Escrow		$	34,916	$	38,494
H)	Environmental Review		$	0	$	0
I)	Condemnation Settlements	0%	$	0	$	0
J)	Design Appreciation Factor	0%	$	0	$	0
K)	Utility Relocation (Construction Cost)		$	0	$	0
L)	**TOTAL RIGHT OF WAY ESTIMATE**					**$2,129,400**
M)	**TOTAL R/W ESTIMATE: Escalated**					**$2,410,100**
N)	**RIGHT OF WAY SUPPORT**					**$0**

Support Cost Estimate Prepared By	Project Coordinator[1]	Phone
Utility Estimate Prepared By	Utility Coordinator[2]	Phone
R/W Acquisition Estimate Prepared By	Nicole Olsen Right of Way Estimator[3]	(559) 383-5507 Phone

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

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

STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY

Memorandum

To: Michael Day

Attn: Brandon Lopez

Arthur Ramirez

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

Date: 2/22/2023

File: **CD** 06 **EA** 0P9100 **Alt** Rev3
Co MAD **RTE** 99

DESCRIPTION:
Interchange Improvement

Subject: **RIGHT OF WAY DATA SHEET**

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 1/4/2023

The following assumptions and limiting conditions were identified:

Parcels

It is assumed that these parcels will have continued access both during and after construction.

Utility

Project engineer states that potholing will be necessary. In the discussion with the project engineer, PG&E overhead electric poles will be in conflict. AT&T underground fiber optic is also assumed to be in conflict at certain locations. For the basis of this estimate, the freeway master contract will be applied with this project. As a result the cost liability is assumed to be 50% State and 50% Owner for PG&E and AT&T.

Right of Way Lead Time will require a minimum 19 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: Sara Blum

SARA BLUM
Senior Right of Way Agent
(559) 383-5194

ATTACHMENT G

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

The proposed project is in Madera County near the City of Chowchilla it is located on State Route 99 and State Route 233 interchange. The project proposes to modify the existing interchange by constructing two roundabouts at the ramp intersections. There are a total of eight partial fee acquisitions being proposed on the project, consisting of commercial and agriculture uses. One commercial parcel is determined to be a Full acquisition by the Right of Way Agent due to the damage to the remaining property because of the elimination of access, one excess parcel is created due to this determination. One Agricultural parcel will have a new access road in the after condition, design will be re-building the access road within State ROW. There is one outdoor advertising sign located on the full acquisition parcel.

General Description of Utility Involvement:

Route 99 is designated freeway in the project location. The location is in the City of Chowchilla near route 99/State Route 233. Project proposes to modify the interchange by constructing two roundabouts at the ramp intersections. Potential conflicts include PG&E electrical pole relocation, underground electrical PG&E facilities, and underground AT&T fiber optic.

General Description of Railroad Involvement:

The railroads have expressed interest in reviewing our design plans any time roundabouts are in close proximity to their tracks. A preliminary engineering agreement will be required.

06-0P910 **CO/RTE/PM-PM: MAD/99/26.3-26.8** **Request Date: 1/4/2023**

ALT: Rev3 **Revised Date:**

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2023	25%	5%	2025
Acquisition:	$1,616,563	25%	5%	**$1,782,260**
Mitigation:	$54,388	25%	5%	**$59,962**
State Share of Utilities:	$398,438	25%	5%	**$439,277**
Expert Witness:	$0	25%	5%	**$0**
Relocation Assistance:	$0	25%	5%	**$0**
Demolition and Clearance:	$0	25%	5%	**$0**
Title and Escrow:	$34,916	25%	5%	**$38,494**
Ad Signs:	$25,000	25%	5%	**$27,563**
Total Current Value:	$2,129,303			**$2,410,057**

If RW Cost Est fields are blank, Costs = $0

NOTE: above estimate includes railroad engineering in the amount of: $62,500.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 19

Estimated Pothole Date: 2/1/2024

Cost Break Down	
Pot Hole	67,500
# Pot Holes	90
Mitigation	
Land	0
Bank	0
Permit Fees	43,510

Parcel Area

Total R/W Required:	6
Total Excess Area:	1.81

Parcel Data

# of Parcel Type X:	0	
# of Parcel Type A: less than $10,000 non-complex	4	
# of Parcel Type B: more than $10,000 non-complex	3	
# of Parcel Type C: complex, special valuation	1	
# of Parcel Type D: most complex/time consuming	0	# of Duals Needed: 0
Totals:	8	**Totals:** 0

# of Excess Parcels: 1

Misc R/W Work

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

RR Involvement

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	1
Right of Entry:	No
Clauses:	Yes
Estimated Lead-time:	6 mos

Utilities

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

Is there a significant effect on assessed valuation: No

Were any previously unidentified sites with hazardous waste or material found: No

Are RAP displacements required: No

# of single family: 0 # of muliti-family: 0 # of business/nonprofit: 0 # of farms: 0

Sufficient replacement housing will be available without last resort housing: N/A

Are material borrow or disposal sites required: Yes

Are there potential relinquishments or abandonments: Yes

Are there any existing or potential airspace sites: No

Are environmental mitigation parcels required: No

Data for evaluation provided by:

Estimator:	Nicole Olsen	1/23/2023
Railroad Liaison Agent:	Michelle Hernandez	1/5/2023
Utility Relocation Coordinator:	Lorraine Iniguez	1/19/2023

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.

NICHOLAS G. DUMAS
Office Chief, District 6 Right of Way

Date
ENTERED PRSM 2/22/2023
BY: N Beebe Pence

Mitigation and Compliance Cost Estimate (MCCE)

PART 1 - PROJECT INFORMATION

DIST-CO-RTE: 06 - MAD - 099 **PM/PM:** 26.300/26.800

EA/Project Number: 06-0P910_ / 0612000307

Project Name: MAD 99/233 Chowchilla Interchange Improvement

Form Completed by: Robert Scott

Project Manager: DAY, MICHAEL J **Phone:** (559) 243-3588

Date: 9/8/2022

MCCE Phase prepared for: Draft ED

PART 2 - ENVIRONMENTAL COMMITMENTS FOR PERMANENT IMPACTS

Environmental Commitments for Alternative: 1 & 2

Commitment	Design $	FY	Ac/Crd	ROW $ Planned	FY	ROW $ Actual	Pd	Construction $	FY
Biological									
Bat & Swallow Exclusion							☐	$20,000	25/26
Monitoring							☐	$10,000	25/26
Annual 401 Fee - 1st				$2,297	25/26		☐		
Annual 401 Fee - 2nd				$2,297	26/27		☐		
Hazardous Waste									
PSI - tank investigation	$66,000	22/23					☐		
Phase 1	$20,000	15/16					☐		
Paleontological									
Paleontological	$11,000	15/16					☐	$150,000	16/17

PART 3 - PERMITS AND AGREEMENTS

Permit/Agreement	ROW $ Planned	FY	ROW $ Actual	Pd	Construction $	FY
CEQA Review	$2,764.75	22/23		☐		
1600	$5,748.75	24/25		☐		
2081 - Incidental Take Permit	$27,668.5	24/25		☐		
401	$2,734	24/25		☐		
NOI/NOT (Stormwater)				☐	$4,090	24/25
TOTAL $97,000	$43,510				$184,090	

Approved by:

EA/Project ID: 06-0P910_/0612000307

Javier Almaguer	Javier Almaguer	01/10/2023
Environmental Branch Chief (Print Name)	Signature	Date

If Right of Way Capital is needed:

Sara Blum	Sara Blum	1/10/23
Right-of-Way Office Chief (Print Name)	Signature	Date

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

Environmental Office Chief (Print Name)	Signature	Date

Submitted to PM on:_____ Initial___

Comments (explanation and risk management plan attached)

9/19/2022: Bird & Bat exclusion is a possibility. Based on 2020, 2021, and 2022 cost data, exclusion may be $20k. Permits were also updated (1600 and 2081)- A. Kemp

1/5/2023: 401 Permit fee based on 0.083 acre of impacts and two Annual fees included per request - A. Kemp

Madera 99/233 Chowchilla Interchange Improvement

State Route 99/State Route 233 Interchange
in Chowchilla in Madera County
06-MAD-99-PM 26.3-26.8
Project ID 0612000307
State Clearinghouse Number 2023040741

Initial Study with Mitigated Negative Declaration

Volume 1 of 2

Prepared by the
State of California Department of Transportation

June 2023

ATTACHMENT H

General Information About This Document

Document prepared by: Kay Goshgarian, Environmental Scientist

The Initial Study circulated for public review and comment for 30 days between April 29, 2023 and May 30, 2023. Comments received during this period are included in Appendix C. Elsewhere, language has been added throughout the document to indicate where a change has been made since the circulation of the draft environmental document. Minor editorial changes and clarifications have not been so indicated.

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State Clearinghouse Number 2023040741
06-MAD-99/233-26.3/26.8
Project ID 0612000307

Improve the State Route 99/233 interchange
from post miles 26.3 to 26.8 in the City of Chowchilla in Madera County

INITIAL STUDY
with Mitigated Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation
and
Local Agency
Cooperating Agencies: Madera County Transportation Commission
Responsible Agency: California Transportation Commission

Javier Almaguer
San Joaquin Valley Branch Chief, Environmental
California Department of Transportation
CEQA Lead Agency

6/29/2023
Date

The following individual can be contacted for more information about this document:

Javier Almaguer, 2015 East Shields Avenue, Suite 100, Fresno, California 93726; phone: (559) 287-9320; email: javier.almaguer@dot.ca.gov

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2023040741

District-County-Route-Post Mile: 06-MAD-99/233-26.3/26.8

EA/Project Number: 06-0P910/0612000307

Project Description

The California Department of Transportation (Caltrans) proposes to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. Each roundabout will be constructed with two circulating lanes on the eastbound and westbound directions. The existing State Route 233 bridge over State Route 99 will remain in place to accommodate the eastbound traffic. A new separate concrete bridge will be constructed for westbound traffic. This new bridge will be constructed north of the existing structure and will have a 10-foot-wide sidewalk, 8-foot-wide outside shoulder, two 12-foot-wide lanes, and a 5-foot-wide inside shoulder.

Determination

This proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision on the project is final. This Negative Declaration is subject to change based on comments received from interested agencies and the public. Caltrans has prepared an Initial Study for this project and, pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons.

The project would have no effect on recreational facilities, agriculture and forest resources, geology and soils, hazardous waste and materials, land use, mineral resources, energy, cultural resources, tribal cultural resources, population and housing, and wildfire.

The project would have less than significant effect on aesthetics, hydrology and floodplains, water quality, paleontology resources, hazardous waste/materials, noise, utilities and public services, greenhouse gas emissions.

The project would have less than significant effect with mitigation on vehicle miles traveled by subsidizing the addition of one vanpool (15-passenger van) to the existing CalVans program for a 20-year period.

Javier Almaguer
San Joaquin Valley Branch Chief, Environmental
California Department of Transportation

6/29/2023
Date

Table of Contents

Chapter 1 Proposed Project

1.1 Introduction

State Route 99 is an important local and regional roadway and transportation corridor through the San Joaquin Valley. It is a major truck route that provides critical access for the shipment of agricultural goods to markets outside of the valley. It also serves as a significant travel route when motorists head to recreational areas and vacation spots throughout the state and beyond. State Route 99 is a four-lane facility through the City of Chowchilla.

State Route 233, also called Robertson Boulevard, is a northeast-running roadway that bisects the City of Chowchilla. State Route 233 begins at State Route 152 and extends through the downtown area before ending at State Route 99. State Route 233 is a two-lane undivided highway within the project area.

The configuration of the State Route 99/State Route 233 interchange is currently a partial cloverleaf spread-diamond design. The off-ramp intersections are controlled by stop signs for ramp traffic.

Commercial, residential, industrial land uses, and vacant lots are within the project area. These include restaurants, hotels, gas stations, retail and convenience stores and single-family residence on acreage.

1.2 Purpose and Need

State Route 99 is an important local and regional roadway and transportation corridor through the San Joaquin Valley. State Route 233 serves as an alternate route between State Route 152 and State Route 99 in Madera County, running along Robertson Boulevard through the center of Chowchilla. The State Route 99/State Route 233 interchange currently has a partial cloverleaf spread-diamond configuration. Roadway operations and safety for all users are expected to continue to deteriorate with future growth. State Route 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the State Route 233 overcrossing roadway.

1.2.1 Purpose

The purpose of the project is to provide multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the State Route 99/State Route 233 interchange. The project will also improve operations of the interchange, improving access to the businesses and services in the area.

1.2.2 Need

The existing ramp ends are currently operating under stop control using stop signs. State Route 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the State Route 233 overcrossing roadway. The current overcrossing is not wide enough to accommodate cyclists, with no shoulders and a 4-foot-wide sidewalk. It lacks connectivity to the adjacent local streets on State Route 233. Since this is the only interchange that directly serves the City of Chowchilla, there are no other viable options for the cyclists and pedestrians to cross State Route 99 from one side of Chowchilla to the other.

Approximately 16 accidents were recorded from April 2019 to March 2022 within the project limits at the following locations:

- Five accidents were reported within the State Route 99 northbound off-ramp at State Route 233. The total accident rate of 1.73 accidents per million-vehicle-miles is above average of 0.45 accidents per million-vehicle-miles for similar highways statewide.

- Two accidents were reported within the State Route 99 northbound on-ramp at State Route 233. The total accident rate of 0.90 accidents per million-vehicle-miles is above average of 0.50 accidents per million-vehicle-miles for similar highways statewide.

- One accident was reported within the State Route 99 southbound on-ramp at State Route 233. The total accident rate of 0.31 accidents per million-vehicle-miles is below average of 0.48 accidents per million-vehicle-miles for similar highways statewide.

- Eight accidents were reported within the State Route 99 southbound off-ramp at State Route 233. The total accident rate of 7.72 accidents per million-vehicle-miles is above average of 0.82 accidents per million-vehicle-miles for similar highways statewide.

- Accident rates were also reported for northbound State Route 99 within the project limits. The total accident rate of 0.70 accidents per million-vehicle-miles is below average of 0.81 accidents per million-vehicle-miles for similar highways statewide.

- Accident rates were also reported for southbound State Route 99 within the project limits. The total accident rate of 0.94 accidents per million-vehicle-miles is above average of 0.81 accidents per million-vehicle-miles for similar highways statewide.

- Accident rates were also reported for State Route 233 from post mile 3.6 to post mile 3.8, at the west end of the State Route 233 Overcrossing. The total accident rate of 0.34 accidents per million-vehicle-miles is below

average of 1.07 accidents per million-vehicle-miles for similar highways statewide.

State Route 233 intersects with Chowchilla Boulevard, and traffic movement is controlled by a signal. The State Route 99 off-ramp intersections with State Route 233 (southbound and northbound) are stop-controlled. The southbound and northbound off-ramps currently operate at a level of service D and level of service F, respectively, during peak travel hours. Planned development adjacent to the Madera 99/233 interchange improvement project could result in the construction of up to 2,042 residential units and approximately 945,000 square feet of commercial building space. Without the project, roadway operations and safety for all users are expected to deteriorate with future growth.

1.3 Project Description

The California Department of Transportation (Caltrans) proposes to make operational improvements at the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. The existing State Route 233 bridge over State Route 99 will remain in place to accommodate eastbound traffic. A new separate concrete bridge will be constructed for westbound traffic. A 10-foot-wide sidewalk will be placed along the westbound lanes on the new bridge to provide pedestrians and bicyclists a connection between the west and east side of the city. Other work includes widening of Ash Slough bridge on State Route 99, drainage improvements and access road construction.

New right-of-way will be required for construction of the project. Approximately 4.1 acres of land will be needed. This acreage represents partial land acquisition adjacent to the roadway.

See Figures 1-1 and 1-2 for the project vicinity map and project location map showing where the project will occur. See additional project mapping in Appendix B.

A build alternative and a no-build alternative are being evaluated for this project. The current estimated project cost is $33,262,000.

Figure 1-1 Project Vicinity Map

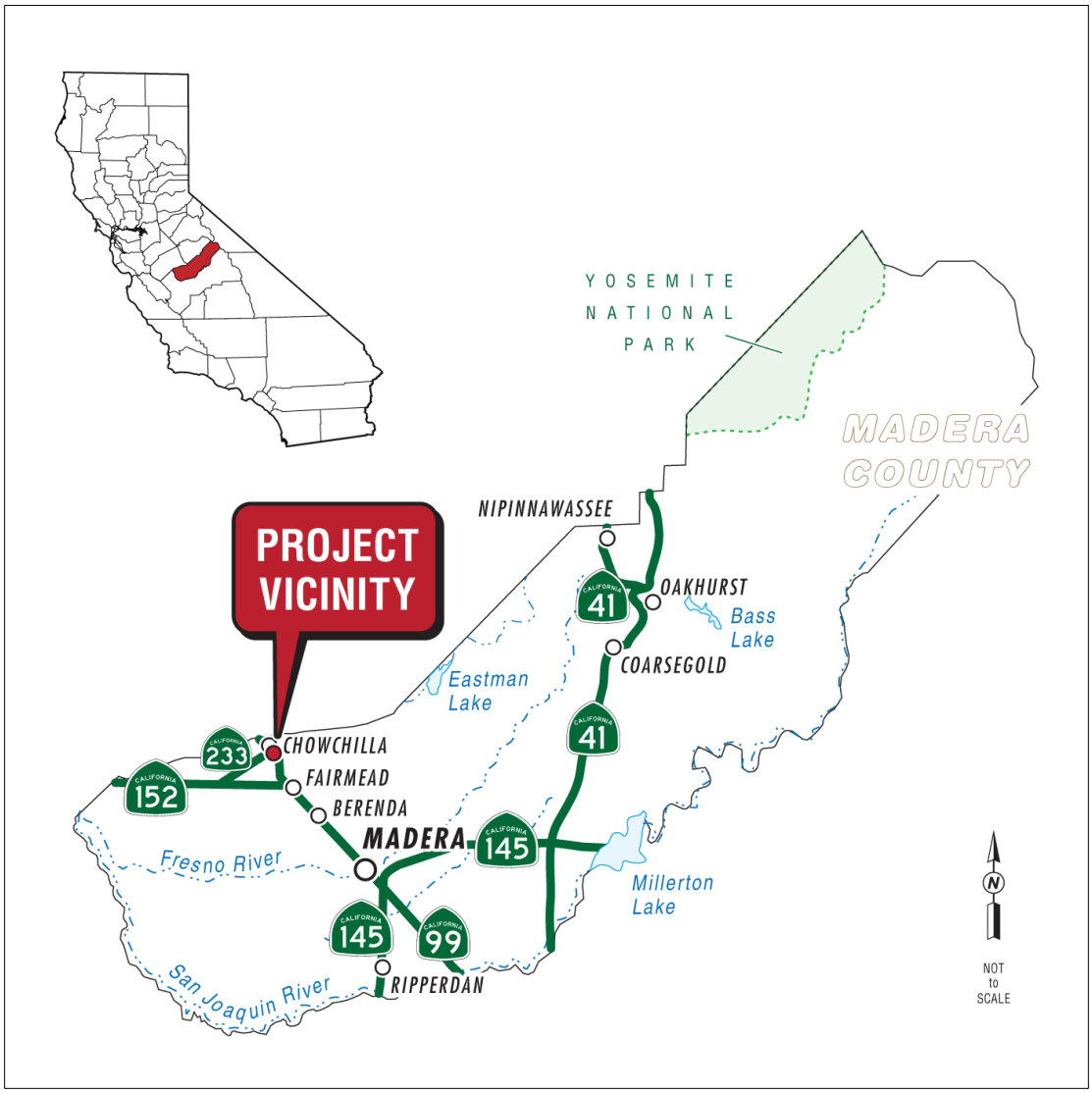
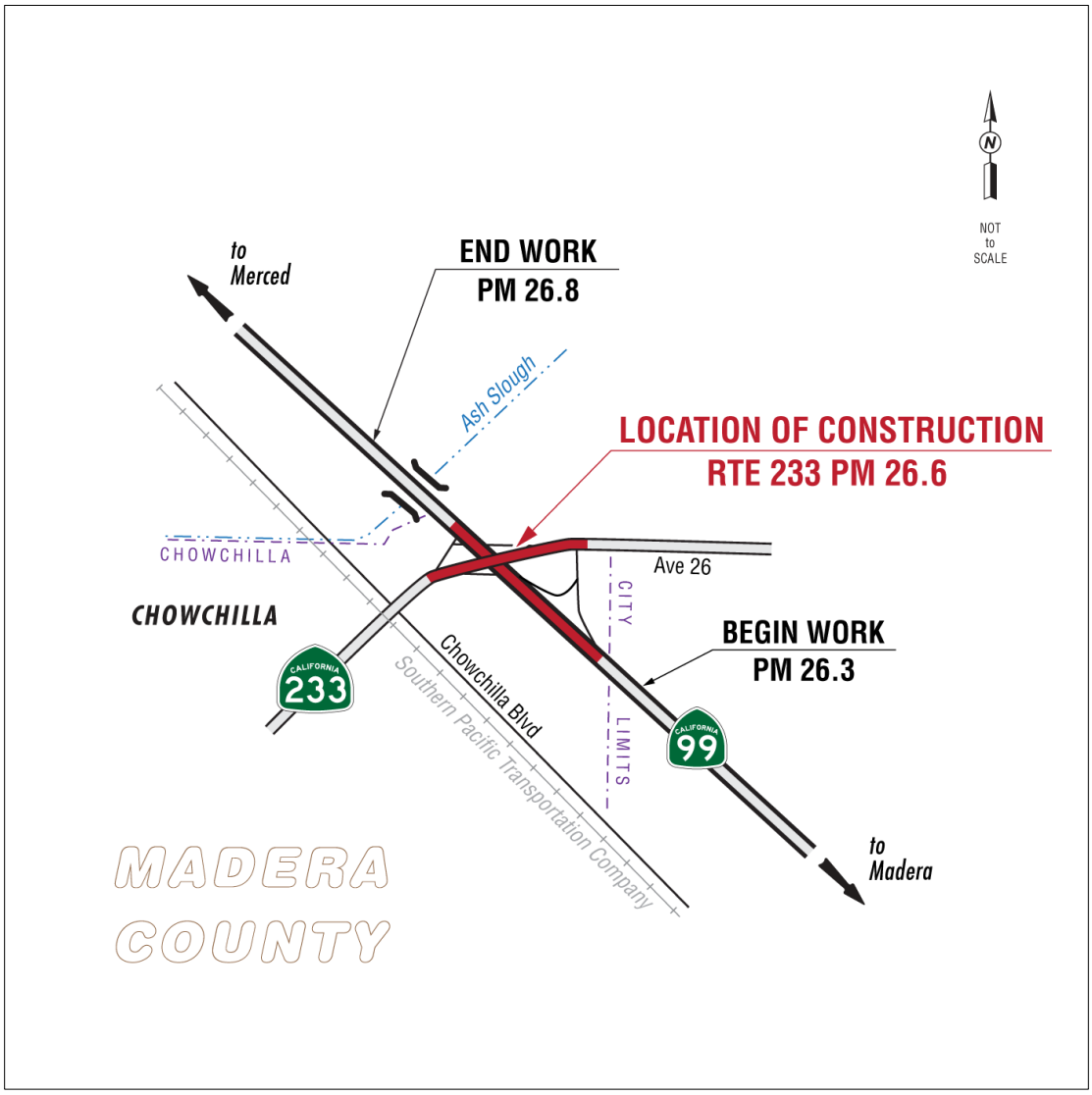


Figure 1-2 Project Location Map



1.4 Project Alternatives

A build alternative and a no-build alternative are being considered for this project.

1.4.1 Build Alternative

This project contains standardized project measures that are used on most Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures

are listed in this chapter under “Standard Measures and Best Management Practices Included in All Build Alternatives.”

Caltrans proposes to modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla.

Under the build alternative, the Chowchilla Boulevard/State Route 233 intersection would continue to be controlled by signal. The stop signs at the ramp intersections of both the northbound and southbound ramps will be replaced with roundabouts. Each roundabout will be constructed with two circulating lanes on the eastbound and westbound directions.

The northbound off-ramp from State Route 99 will increase from one lane to two lanes to enter the eastern roundabout. The northbound on-ramp to State Route 99 from the eastern roundabout will involve two lanes exiting the roundabout and decreasing to one lane to enter the freeway. A drainage basin will be constructed on the southeastern quadrant of the State Route 99/State Route 233 interchange. See Appendix B Project Mapping for the location of the proposed drainage basin. An access road will be constructed northwest of the eastern roundabout to accommodate the residents living nearby.

The southbound on-ramp to State Route 99 will involve two lanes decreasing to one lane to enter the freeway. The southbound off-ramp from State Route 99 will increase from one lane to two lanes to enter the western roundabout. The southbound off-ramp realignment will require the widening of the Ash Slough Bridge.

The existing State Route 233 bridge over State Route 99 will remain in place to accommodate the eastbound traffic; the bridge rails will be upgraded. A new separate concrete bridge will be constructed for westbound traffic. The new bridge will be constructed north of the existing structure and will have a 10-foot-wide sidewalk, an 8-foot-wide outside shoulder, two 12-foot-wide lanes, and a 5-foot-wide inside shoulder. A Class II bike lane will also be constructed in the project.

After construction, there will be a total of two separate bridges spanning over State Route 99. The 10-foot-wide sidewalk will be placed along the westbound lanes on the new bridge to provide pedestrians and bicyclists a connection between the west and east side of the city. To accommodate the new bridge, two columns will be built in the median of State Route 99, and earthen material will be needed at the abutments.

The project will be constructed in two stages. The first stage will consist of the following: the widening of the Ash Slough bridge on State Route 99, roughly northwest of the State Route 99/State Route 233 interchange; construction of the southbound off-ramp; construction of the northern portion of the State

Roue 233 mainline, which includes the westbound State Route 233 bridge and the northern portions of the two roundabouts; partial construction of the northbound and southbound on-ramps. The second stage will consist of the following: shifting the State Route 233 traffic to the newly built roadway that was completed in stage 1; construction of the southern portions of the State Route 233 mainline, which includes the southern portions of the roundabouts and the reconstruction of the existing State Route 233 bridge; construction of the remaining portions of the southbound ramps and the northbound ramps.

1.4.2 No-Build (No-Action) Alternative

The State Route 99/State Route 233 interchange would remain as it currently exists under the no-build alternative. There would be no improvements to State Route 99 or State Route 233 or to the interchange.

1.5 Identification of a Preferred Alternative

This section on identification of a preferred alternative has been added since the circulation of the draft environmental document.

After the public review and comment period and comparing and weighing the benefits and impacts of the build alternative and no-build alternative, the build alternative was selected as the preferred alternative because it would create multimodal accessibility/connectivity by providing safe bicycle and pedestrian access through the State Route 99/State Route 233 interchange. The project will also improve operations of the interchange, improving access to the businesses and services in the area.

The no-build alternative would not satisfy the purpose or need of the project because currently State Route 99 acts as a barrier to east-west pedestrian and bicycle movements, with the access point being the State Route 233 overcrossing roadway. The existing overcrossing is not wide enough to accommodate cyclists, with no shoulders and a 4-foot-wide sidewalk. It lacks connectivity to the adjacent local streets on State Route 233. The interchange at State Route 99 and State Route 233 would remain as it currently exists, with no improvements made to the interchange.

1.6 Standard Measures and Best Management Practices Included in All Build Alternatives

14-1.02 Environmentally Sensitive Area: Pertains to environmentally sensitive areas marked on the ground. Do not enter an environmentally sensitive area unless authorized. If breached, immediately stop all work within 60 feet of the boundary, secure the area, and notify the engineer.

14-2.03 Unanticipated Discovery of Archaeological Resources: Pertains to archaeological resources discovered within or near construction limits. Do not disturb the resources and immediately stop all work within a 60-foot radius of discovery, secure the area, and notify the engineer. Do not move archaeological resources or take them from the job site. Do not resume work within the radius of discovery until authorized. Archaeological mitigation may include monitoring.

14-6.03 Species Protection: Pertains to protecting regulated species and their habitat that occur within or near the job site. Upon discovery of a regulated species, immediately stop all work within a 100-foot radius of the discovery and notify the engineer.

14-6.03B Bird Protection: Pertains to protecting migratory and nongame birds, their occupied nests, and their eggs. Upon discovery of an injured or dead bird or migratory or nongame bird nests that may be adversely affected by construction activities, immediately stop all work within a 100-foot radius of the discovery and notify the engineer. Exclusion devices, nesting-prevention measures, and removing constructed and unoccupied nests may be applied.

14-7.03 Discovery of Unanticipated Paleontological Resources: If paleontological resources are discovered at the job site, do not disturb the resources, and immediately stop all work within a 60-foot radius of the discovery, secure the area, and notify the engineer. Do not move paleontological resources or take them from the job site.

14-8.02 Noise Control: Pertains to controlling and monitoring noise resulting from work activities. Noise levels are not to exceed 86 decibels at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

14-9.02 Air Pollution Control: Comply with air pollution control rules, regulations, ordinances, and statutes that apply to work performed under the construction contract.

14-11 Hazardous Waste and Contamination: Includes specifications relating to hazardous waste and contamination.

14-11.02 Discovery of Unanticipated Asbestos and Hazardous Substances: Upon discovery of unanticipated asbestos or a hazardous substance, immediately stop work and notify the engineer.

14-11.04 Dust Control: Excavation, transportation, and handling of material containing hazardous waste or contamination must result in no visible dust migration. When clearing, grubbing, and performing earthwork operations in areas containing hazardous waste or contamination, provide a water truck or tank on the job site.

14-11.12 Removal of Yellow Traffic Stripe and Pavement Marking with Hazardous Waste Residue: Includes specifications for removing, handling, and disposing of yellow thermoplastic and yellow-painted traffic stripe and pavement marking. The residue from the removal of this material is a generated hazardous waste (lead chromate). Removal of existing yellow thermoplastic and yellow-painted traffic stripe and pavement marking exposes workers to health hazards that must be addressed in a lead compliance plan.

14-11.13C Safety and Health Protection Measures: Applies to worker protective measures for potential lead exposure.

14-11.14 Treated Wood Waste: Includes specifications for handling, storing, transporting, and disposing of treated wood waste.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with the National Environmental Policy Act. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

Agency	Permit/Approval	Status
California Department of Fish and Wildlife	1602 Streambed Alteration Agreement	To be obtained prior to construction
Regional Water Quality Control Board	401 Waste Water Discharge Permit	To be obtained prior to construction
Central Valley Flood Protection Board	Encroachment Permit	To be obtained prior to construction
U.S. Fish and Wildlife Service	Letter of Concurrence	Received March 10, 2023

Chapter 2 CEQA Evaluation

2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include Significant and Unavoidable Impact, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, and No Impact. In many cases, background studies performed in connection with a project will indicate that there are no impacts to a particular resource. A "No Impact" answer reflects this determination. The questions in this checklist 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 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.

"No Impact" determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

2.1.1 Aesthetics

Considering the information in the Scenic Resource Evaluation/Visual Assessment dated March 3, 2023, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

Question—Would the project:	CEQA Significance Determinations for Aesthetics
a) Have a substantial adverse effect on a scenic vista?	**No Impact**
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Aesthetics
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	**No Impact**
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	**Less Than Significant Impact**

b, d) Affected Environment

Surrounding land uses in the project area are agricultural, commercial, and residential. The roadsides consist mostly of bare soil, scattered grasses, and landscape trees and shrubs. Within the Caltrans right-of-way, the most notable landcover consists of eucalyptus trees and oleander shrubs.

The visual character of the project will be compatible with the existing visual character of the corridor. The existing lines in the project area, on both State Route 99 and State Route 233, are mostly straight and flat, with the overcrossing structure gently sloping. Oleander plants in the State Route 99 median lend to the linear quality and altogether present a feeling of continuity.

Color in the existing project area is typical of California's Central Valley. Springtime green grasses give way to golden hues when the rains end. Eucalyptus and oleander planting are evergreen and provide color year-round. From spring to fall, the oleanders are in bloom, and the bright flowers add diversity to the otherwise bland scene. The eucalyptus trees introduce a diversity of form to the views in this area. The trees are also bigger in scale than the people and cars that pass through the interchange, helping to blend in the large scale of the overcrossing.

Environmental Consequences

Elements of the project that will cause the most change in the visual environment are the removal of 56 eucalyptus trees and the construction of two roundabouts under the build alternative. With the removal of the trees, there is a loss of large-scale elements that help blend the bridge structures into the environment. The new roundabouts will be somewhat exposed to view and will increase the urban character of the interchange. The visual quality of the existing corridor will be somewhat altered by the proposed

project. While the views in the project area will change, the quality of those views will remain relatively intact. Regular users of State Route 233 and State Route 99 who exit to access services will be the most sensitive to the changes made by the project.

No tree removal and no visual changes will occur under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Existing trees will remain at the perimeter of the two quadrants where the western roundabout will be placed. They will visually buffer the roundabout and soften the harshness of new construction. The oleanders in the median of State Route 99 will not be impacted, so the vividness of their blooms will remain a feature in the spring, summer, and fall.

This area is zoned for future commercial development, so an increase in the urban character of the environment is compatible with community expectations. The addition of a second bridge oriented parallel to the existing structure will be compatible with the project area's visual character.

The following measures to offset visual impacts are recommended for the project:

- Minimize tree removal. Remove only those trees and shrubs required for the construction of the new roadway facilities. Avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems.
- Provide replacement planting.
- Add aesthetic elements to the overcrossing bridge structures to provide color, texture, and visual interest to the landscape.
- Add aesthetic paving to roundabouts, sidewalks, and median islands to provide color, texture, and visual interest to the landscape.

Avoidance, minimization, and mitigation measures are not required for the no-build alternative.

2.1.2 Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department 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.

Considering the information in the 2040 City of Chowchilla General Plan accessed on October 18, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Agriculture and Forest Resources
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?	**No Impact**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	**No Impact**
c) Conflict with existing zoning, 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))?	**No Impact**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	**No Impact**
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?	**No Impact**

2.1.3 Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Report dated March 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Air Quality
a) Conflict with or obstruct implementation of the applicable air quality plan?	**No Impact**
b) 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?	**Less Than Significant Impact**
c) Expose sensitive receptors to substantial pollutant concentrations?	**Less Than Significant Impact**
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	**No Impact**

b, c) Affected Environment

The project is in the San Joaquin Valley Air Basin.

Climate and topography affect air quality. The climate of the project area is characterized with cool winters (average 60 degrees Fahrenheit in January) and warm, dry summers (average 90 degrees Fahrenheit in July). Temperature inversions are common, affecting localized pollutant concentrations in the winter and enhancing ozone formation in the summer. Annual average rainfall is 24 inches, mainly falling during the winter.

Prevailing westerly winds of California are the result of the North Pacific high-pressure cell, low-level wind flow of the Eastern North Pacific Ocean and its land masses in the middle latitudes. During the summer months, the Pacific high-pressure cell produces a predominantly northwesterly flow of marine air over California's coastal waters. During the winter months, the Pacific high-pressure cell is somewhat weakened and moves south, so that weaker and less persistent wind conditions are the norm. This circulation pattern is affected by differential heating between the ocean and the land. As the air approaches the California coastline, up-valley air flow is enhanced during the warmer months, and down-valley flow dominates during colder months.

Air flow is channeled by mountain ranges, with the predominant wind direction coinciding with the valley's longitudinal axis in one direction. The second most prevalent wind follows this pattern but in the opposite direction. California's

coastal mountain ranges limit the inflow of marine air into the interior of California.

Limited airflow allows an escape of some air over the Tehachapi Mountains. Cooler drainage winds at the Tehachapi Mountains force the air back northwards, in a circular air pattern known as the Fresno eddy. The pollutants swirl in a counterclockwise pattern and return the air back to the polluted urban areas, where more pollutants are added the next day. Pollutants transported to higher altitudes due to daytime heating settle downwards due to the drainage winds.

The San Joaquin Valley Air Basin is a closed basin surrounded by the coastal ranges on the west, the Tehachapi Mountains to the south, and the Sierra Nevada range to the east. These conditions result in poor horizontal dispersion of pollutants, while high pressure events also cause limited vertical pollutant dispersal, leading to pollutant accumulation.

Criteria Pollutants, Attainment and Conformity Status

The Madera Avenue 14 air monitoring station is approximately 18 miles southeast of the State Route 99/233 Chowchilla interchange improvement project. The monitoring station is maintained by the San Joaquin Valley Air Pollution Control District.

Madera County is in attainment status for both the state and federal carbon monoxide ambient air standards.

The project is in an area that is in attainment-maintenance for the federal particulate matter 10-micron standard and in nonattainment for the federal particulate matter 2.5-micron standard. It is in nonattainment for both particulate matter 10-micron and particulate matter 2.5-micron state standards.

Under 40 Code of Federal Regulation Section 9.109, a project-level hot-spot analysis for conformity is required. The project was submitted for interagency consultation for consideration as a project that is deemed “Not a Project of Air Quality Concern.”

The Madera County Transportation Commission is currently working to formally amend the Regional Transportation Plan/Federal Transportation Improvement Program (approved by the Federal Transit Administration and Federal Highway Administration on December 16, 2022) to reflect changes in the project description and funding.

Environmental Consequences

For the build alternative, the project falls under the category of Low Potential Mobile Source of Air Toxics effects. The amount of mobile source air toxics emitted would be proportional to the vehicle miles traveled, which is equal to

the annual average daily traffic multiplied by miles length of project multiplied by 365 days.

The vehicle miles traveled estimated for the build alternative would be slightly higher than for current conditions 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 slightly higher mobile source air toxics emissions along the new alignment; however, the emissions increase is offset by lower mobile source air toxics emission rates due to increased speeds. There would be a decrease in mobile source air toxics emissions along the parallel routes.

A conformity analysis for the project as "Not a Project of Air Quality Concern" was conducted and submitted to the Interagency Consultation Group on December 13, 2022. Concurrence that the State Route 99/State Route 233 Chowchilla Interchange Improvement project is "Not a Project of Air Quality Concern," was received from the Environmental Protection Agency on December 14, 2022. The Federal Highway Administration concurred on December 27, 2022.

During construction, the project will generate air pollutants. 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.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures are recommended for project construction:

- Measures to reduce fugitive dust are required by the California Air Resources Board and San Joaquin Valley Air Pollution Control District. The construction contractor must comply with the Caltrans' Standard Specifications in Section 14-9 (2015) and Section 14-9-02, which specifically require compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a "no visible dust" criterion either at the point of emissions or at the right-of-way line depending on local regulations.

- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.

- Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by California Code of Regulations Title 17, Section 93114.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential areas and park uses as practicable. Construction areas will be kept clean and orderly.
- Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Mulch will be installed, or vegetation planted as soon as practical after grading to reduce windblown particulate matter in the area.

Avoidance, minimization, and mitigation measures are not required for the no-build alternative.

2.1.4 Biological Resources

Considering the information in the Natural Environment Study dated September 2022 and the Letter of Concurrence from the U.S. Fish and

Wildlife Service dated March 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Biological Resources
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 Wildlife, U.S. Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries?	**Less Than Significant Impact**
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 Wildlife or U.S. Fish and Wildlife Service?	**Less Than Significant Impact**
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	**No Impact**
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?	**No Impact**
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	**No Impact**
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?	**No Impact**

a, b) Affected Environment

Physical Environment

The elevation above mean sea level at the project site ranges from approximately 236 feet within the stream channel of Ash Slough to

approximately 243 feet in the regions within the off-ramps of State Route 99 and the State Route 99/State Route 233 interchange.

Six soil types are present within the project area: Atwater Loamy Sand, Delhi Sand, Hanford Sandy Loam, Madera Fine Sandy Loam, Pachappa Fine Sandy Loam, and Riverwash.

Ash Slough originates northeast of the project area where it receives water from the Chowchilla River. The slough flows southwest through the northwest portion of the project area within the 500-foot buffer and then meets with the Eastside Canal approximately 12.4 miles southwest of the project area.

Biological Environment

Natural Communities

Two natural communities—Annual Grassland and Valley Foothill Riparian—were identified within the project area.

Five vegetation communities were documented: Annual Grassland, Cropland, Riverine, Urban, and Valley Foothill Riparian. During the January 2020 onsite survey, 37 common plant species were found, with the most dominant species consisting mostly of annual grasses. A significant amount of miner's lettuce and red gum (*Eucalyptus camaldulensis*) was present as the dominant species.

Special-Status Plant Species

The California Native Plant Society database and California Natural Diversity Database listed historical occurrences of 26 special-status plant species. Eight of the 26 species were listed as state or federally threatened or endangered (and were also listed as California Native Plant Society sensitive species), and 18 were listed as California Native Plant Society sensitive but with no federal or state status.

Invasive Plant Species

Fourteen invasive species were identified within the project area: giant reed (*Arundo donax*), wild oats, black mustard (*Brassica nigra*), ripgut brome, poison hemlock, Bermuda grass (*Cynodon dactylon*), redstem filaree (*Erodium cicutarium*), red gum, short-pod mustard (*Hirschfeldia incana*), English plantain (*Plantago lanceolata*), rabbitsfoot grass (*Polypogon monspeliensis*), Himalayan blackberry, curly dock (*Rumex crispus*), and milk thistle (*Silybum marianum*).

Common Animal Species

Six common wildlife species were found during field surveys in 2020: California scrub jay *(Aphelocoma californica)*, red-tailed hawk *(Buteo jamaicensis)*, red-shouldered hawk *(Buteo lineatus)*, Anna's hummingbird *(Calypte anna)*, American crow *(Corvus brachyrhynchos)* and killdear *(Charadrius vociferous)*. Botta's pocket gopher (*Thomomys bottae*) and

California ground squirrel (*Otospermophilus beecheyi*) were also present in the portion of the project area north of State Route 233 based on the presence of their burrows. Two raptors—the red-tailed hawk (*Buteo jamaicensis*) and the red-shouldered hawk (*Buteo lineatus*)—were overflying the project area.

Nine stick nests were found within the project area, but none were occupied during the time of the survey. Two red-tailed hawks were seen sitting in and overflying a nest, indicating that it was a potentially active nest.

Special-Status Wildlife

Habitat capable of supporting eight special-status wildlife species listed as state and/or federally threatened or endangered, state species of special concern, or fully protected species occurs within the project area.

Special-status wildlife species that could potentially be present are the western spadefoot toad (*Spea hammondii*), western pond turtle (*Emys marmorata*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk, northern harrier (*Circus cyaneus*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis mutica*). Habitat that could support the hoary bat and Yuma myotis (*Myotis yumanensis*) occurs within the area.

Environmental Consequences

Biological Environment

Natural Communities

Project construction activities would potentially result in up to 0.06 acre of permanent impacts to riparian habitat contained within the project area. No mature riparian tree species would be impacted by the project.

Special-Status Plant Species

No special-status plant species were observed during the field survey, and none are likely to occur because of the absence of habitat that could support these species.

Special-Status Wildlife

Potential impacts to special-status wildlife species may include direct mortality to individuals from vehicle strikes, ground disturbance, emergent vegetation or other riparian vegetation removal, habitat loss, and poisoning. Potential indirect impacts may include degradation of breeding habitat, change in water quality due to runoff from construction, loss of shelter resulting in increased predation, exposure, or stress.

Caltrans received a Letter of Concurrence dated March 2023 from the U.S. Fish and Wildlife Service concurring with Caltrans' determination that the project may affect but is not likely to adversely affect the San Joaquin kit fox.

Avoidance, Minimization, and/or Mitigation Measures

Biological Environment

Natural Communities

To protect riparian habitat to the maximum extent practicable, the following measures are recommended:

Exclusion fencing should be placed around the perimeters of the project footprint that are within, or nearest to, the riparian corridors.

A biological monitor should oversee all clearing and grubbing activities to ensure that impacts to riparian habitat are avoided and/or minimized.

California Department of Fish and Wildlife regulatory authority encompasses the riparian habitat, as well as bed and bank of all water features. A Streambed Alteration Agreement should be procured from the California Department of Fish and Wildlife prior to initiating ground disturbance activities.

All areas of impacted vegetation should be revegetated with a mix of at least three locally common native herbaceous species, or as directed by the California Department of Fish and Wildlife. Seed suppliers typically offer basic native erosion control seed palettes formulated for this purpose. An annual monitoring schedule should include at least three-monthly examinations: one in March, one in May, and one in July. These examinations should occur each year for a minimum of three consecutive years. Revegetation should be considered successful when at least 50 percent of the groundcover has become established, or as otherwise directed by the California Department of Fish and Wildlife in a Streambed Alteration Agreement. Planting within the project area or associated roadway easement is recommended to restore and maintain the viability of the affected habitat. Offsite compensatory planting shall only be permitted if onsite planting is not feasible.

Special-Status Plant Species

No special-status plant species were observed during the field survey, and none are likely to occur because of the absence of habitat that could support these species. Therefore, no avoidance or minimization measures are proposed.

Western Spadefoot Toad

To ensure that construction activities do not result in degradation of potential breeding sites that are near construction sites, reconnaissance-level surveys should be performed no more than 14 calendar days before the beginning of construction. Pre-construction surveys should be conducted by a qualified biologist within 250 feet of Ash Slough and ditch DD_1 within areas where construction activities would occur. The habitat in those areas should be avoided to the maximum extent possible. Where feasible, Environmentally Sensitive Area fencing capable of precluding western spadefoot toads from entering construction areas should be installed, based on findings obtained

during the pre-construction surveys. Fencing should consist of 16-inch metal flashing or an equivalent material and should be buried 6 inches below the ground surface, extending at least 8 inches above the ground.

Western Pond Turtle

A pre-construction survey should be performed within 14 days of construction for western pond turtles in areas of the project that occur in Ash Slough and in surrounding upland habitat within 400 feet of Ash Slough. During the construction period when Ash Slough is inundated, weekly examinations of Ash Slough should occur to determine presence of western pond turtles. If western pond turtles are found in Ash Slough within the Project Impact Area, barrier fencing should be installed between the stream and upland habitat to prevent entrance into work areas along the banks of the slough. Fencing should consist of 16-inch metal flashing or an equivalent material and should be buried 6 inches below the ground surface, extending at least 8 inches above the ground. If western pond turtles are found in upland habitat within the work area, a 100-foot buffer should be set up around nearby construction zones to prohibit turtles from entering work areas, and turtles should be relocated to similar habitat in which they are found or in other suitable habitat (e.g., downstream) outside the 100-foot buffer.

Tricolored Blackbird

To protect the tricolored blackbird, a pre-construction survey should be conducted if construction is scheduled to begin within the breeding season (February 1 to September 30). Surveys should be conducted within 14 days of construction and monthly while construction is occurring within 250 feet of Ash Slough. All habitat that could support this species including riparian trees, shrubs, and cattails that are located within 250 feet of construction should be examined. If the tricolored blackbird is found nesting within the survey area, construction activities should be conducted so that the nest would be avoided by 250 feet until young have fledged, unless it can be documented that a reduction in this buffer area would not result in nest abandonment or reduced reproductive success. Take of this species as defined by Fish and Game Code Section 86 would require a permit from the California Department of Fish and Wildlife.

Western Burrowing Owl

No more than 30 days prior to the start of any project-related activity, pre-construction surveys should be conducted by a qualified biologist for burrowing owl according to the *Staff Report on Burrowing Owl Mitigation and Burrowing Owl Survey Protocol and Mitigation Guidelines* (California Burrowing Owl Consortium 1993). Pre-activity surveys of an activity area and a 500- foot perimeter of the activity area should be conducted. If burrowing owls are present within 250 feet of the activity site during the breeding season (February 1 through August 31), a buffer around the active burrow shall be established according to the *Staff Report on Burrowing Owl Mitigation and*

Burrowing Owl Survey Protocol and Mitigation Guidelines. This buffer may be removed once it is determined by the qualified biologist that the young have fledged and are no longer dependent on the nest or burrow for survival. Typically, the young fledge by August 31. Actual fledging dates may be earlier or later and shall be determined by the qualified biologist. Buffer distances may be reduced on an activity-by-activity basis approved by a qualified biologist that would document that the reduction in the buffer area would not result in nest abandonment or loss of reproductive success.

Swainson's Hawk

Swainson's hawk nesting and potential foraging habitat is present within and near the Project Impact Area. Protocol-level pre-activity surveys for the Swainson's hawk should be conducted prior to construction following the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000) and the *Staff Report Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California* (CDFG 1994). To reduce project-related impacts to active bird nests and to reduce the potential for construction activities to interrupt breeding and rearing behaviors of birds, the following measures shall be implemented prior to and during construction activities scheduled to occur within the nesting season (February 1 to September 30) to reduce direct and indirect impacts:

- A pre-construction survey should be conducted within a 0.5-mile radius of all project activities. A "windshield survey" at approximately 5 miles per hour is preferable when an adequate roadway is available. Walking surveys are useful in locating a nest after a nest territory is identified, or when driving is not an option. Surveys would be performed by a qualified biologist to verify the presence or absence of nesting birds.

- If potential Swainson's hawk nests or nesting substrates are found within 0.5-mile of the project, then those nests or substrates must be monitored for activity on a routine and repeating basis throughout the breeding season, or until Swainson's hawks or other raptor species are verified to be using them.

  The protocol recommends that up to 10 visits be made to each nest or nesting site: one during January 1 to March 20 to identify potential nest sites, three during March 20 to April 5, three during April 5 to April 20, and three during June 10 to July 30 to locate hawks preparing to nest. Known nest sites shall be monitored from April 21 through June 10, and post-fledging activity should be monitored from June 10 to July 30. To meet the minimum level of protection for the species, surveys should be completed for at least the two survey periods immediately prior to project-related ground disturbance activities.

If Swainson's hawks are not found to nest within the survey area, then no further action is warranted.

If Swainson's hawks are found to nest within the survey area, then the following measure should be implemented:

- A 2,500-foot (approximately 0.5-mile) radius no-construction zone should be installed around each active Swainson's hawk nesting site if construction is to occur within the breeding period for Swainson's hawks (February 1 to September 30). The no-construction zone may be reduced in size if it can be determined that construction activities would have no take. If it is determined that construction activities could result in take, then the California Department of Fish and Wildlife must be consulted.

Northern Harrier

Any vegetation removal required for the project should occur, when feasible, during the avian non-breeding season of approximately October 1 to January 31. If vegetation clearing is conducted between February 1 and September 30, a pre-construction survey for active nests should be conducted by a qualified biologist no more than 14 days prior to the start of construction. Surveys should be timed (phased) to coincide with the start of construction activities. If nests are found, nests should be avoided by 500 feet until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest or parental care for survival. The avoidance buffer may be reduced in size if it can be determined that construction activities would not disrupt breeding behaviors or have the potential to result in nest abandonment or nest failure.

Migratory Birds

Any vegetation removal required for the project should occur outside the avian nesting season (i.e., approximately October 1 to January 31), if possible. If vegetation clearing must be conducted during the avian nesting season (i.e., between February 1 and September 30), a pre-construction survey for active migratory bird and raptor nests should be conducted by a qualified biologist no more than 14 days prior to the start of construction. If any active raptor nests or migratory bird nests are observed on or near the project site, avoidance buffers should be established. Raptor nests should be avoided by 500 feet, and other migratory bird nests should be avoided by 250 feet until a qualified biologist has determined that the young have fledged and are no longer reliant upon the nest or parental care for survival. The avoidance buffer may be reduced in size if it can be determined that construction activities would not disrupt breeding behaviors or have the potential to result in nest abandonment or nest failure.

Cliff swallows may begin nest building at the start of the nesting season and may start laying eggs as early as April. Once a nest is complete, it cannot be removed or damaged without consultation with the California Department of

Fish and Wildlife and U.S. Fish and Wildlife Service. Swallows are best managed by nest removal and exclusion techniques, but those must be implemented prior to the nesting season. If found during surveys, old nests or nests under construction may be washed down with water or knocked down with a pole. Swallows are strongly attracted to old nests or remnants of deteriorated nests, and, as such, all traces of mud should be removed. Nest removal may require several days because cliff swallows will persistently rebuild nests. Exclusion is a relatively permanent, long-term solution. Exclusion should be used only before the swallows arrive and before nest building activities have begun. Using nets with mesh size between half-inch to three-quarter-inch can provide a physical barrier between the birds and the nest site. If a plastic net is used, it should be attached to the bridge and pulled taut. The net should not have any loose pockets or wrinkles that could entrap or entangle birds. A qualified biologist should monitor nest removal and/or installation of exclusion devices.

Special Concern Bats

Construction activities that would disturb a maternity roost or seasonal roost for bats would require the implementation of avoidance and/or minimization measures. Within 14 days prior to construction activities, surveys for bats would be needed to identify where bats might be present within the project area. The timing of surveys would need to be phased to accommodate the timing of bridge work and the removal or trimming of trees and the removal of any buildings. The surveys would include a visual examination of the bridge, trees, and buildings and flyout surveys to assess the presence of bat species. Currently, the bridge is not being used as a maternity roost, but it could be used as a temporary roost site at any time. If bats are determined to be present at the bridge on buildings, bats will be excluded by installing exclusion devices while bats are away from those structures during nightly foraging bouts. Bats may not be excluded if they are present as a maternity colony and non-volant young are present. Bat exclusion devices consisting of plywood caps, Styrofoam inserts, or exclusion netting may need to be installed to prevent bats from occupying roosts, and one-way doors may need to be installed in some locations to exclude bats. Exclusionary devices would be removed upon construction completion, and roosts would be restored to original condition.

American Badger

No more than 30 days prior to the start of any project-related activity throughout the entire construction period, pre-construction surveys shall be conducted by a qualified biologist. Surveys may need to be phased to conform with activities as they begin within the project area. If a potential badger den is found, the monitoring of that den shall be conducted to determine whether the den is occupied. Tracking medium (diatomaceous earth) shall be spread around the opening to 3 feet to gather signs of occupation. Tracking medium shall be examined daily for a minimum of 3 consecutive days. If no signs of

badgers are found, then the den may be hand-excavated. If presence of the badger is verified, then a 100-foot avoidance buffer should be established by the biologist and construction activities should avoid the den until it has been determined that the den is no longer occupied. A one-way door to exclude a badger from an occupied den may be installed with concurrence from the California Department of Fish and Wildlife.

The following measures should be implemented throughout the duration of project activities to reduce impacts to the American badger:

- All construction equipment shall be maintained properly to ensure that it is all in good working order.
- Construction-related leaks and spills shall be promptly repaired and cleaned up.
- Vehicle access and storage of vehicles, equipment, and materials shall be limited to existing dirt roads and previously disturbed areas.
- Project-related vehicles shall observe a speed limit of 20 miles per hour for unpaved roads and 25 miles per hour for paved roads in an activity area, except on county roads and state and federal highways. Nighttime construction traffic shall be limited to emergency traffic only.
- Dogs and other pets shall not be allowed within the activity area.
- All materials staged on an activity site shall be inspected thoroughly prior to being moved to ensure no presence of special-status species or sheltering within the materials.
- To prevent inadvertent entrapment of animals during the construction phase of an activity, all excavated, steep-walled holes or trenches more than 2 feet deep shall be covered at the close of each working day by plywood or similar materials or be provided with escape ramps at a rate of one ramp every 100 feet. Escape ramps may be constructed of earth fill or wooden planks with a slope no steeper than 45 degrees. If wooden planks are used, perpendicular groves or rungs shall be proved to aid in traction. All holes and trenches, whether covered or uncovered, more than 2 feet deep shall be inspected daily for trapped animals regardless of whether work is occurring in that area. Before holes or trenches are filled, they shall be thoroughly inspected for trapped animals.
- Species may be attracted to den-like structures such as pipes, culverts, pallets, wire bales, and construction equipment. All pipes 4 inches in diameter or greater that are stored on an activity site shall be securely capped or covered to prevent use by species. Materials and equipment shall be thoroughly inspected for the presence of special-status species before being buried, capped, or otherwise used or moved in any way. If species are

discovered within staged materials or equipment, all activity in the immediate area shall stop until the species has vacated the area on its own accord.

- Use of rodenticides and herbicides in an activity area shall be restricted. This is necessary to prevent impacts to special-status species and the species that may be affected secondarily. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation, as well as additional activity-related restrictions deemed necessary by the U.S. Fish and Wildlife Service and California Department of Fish and Wildlife. If rodent control must be conducted, zinc phosphide shall be used because of a proven lower risk to secondary carnivores.

- All food-related trash such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from an activity site.

San Joaquin Kit Fox

To avoid and minimize impacts to the San Joaquin kit fox, follow the *U.S. Fish and Wildlife Service Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance*. The measures that are listed below have been excerpted from those guidelines and would protect San Joaquin kit foxes from direct and indirect impacts.

- Pre-construction surveys should be conducted no fewer 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. Surveys may need to be phased to coincide with the start of construction activities at any specific area.

- Project-related vehicles should observe a daytime speed limit of 20 miles per hour throughout the site in all project areas, except on county roads and state and federal highways; this is particularly important at night when kit foxes are most active. Although not anticipated for this project, night-time construction should be minimized to the extent possible. However, if night construction should occur, then the speed limit should be reduced to 10 miles per hour. Off-road traffic outside of designated project areas should be prohibited.

- To prevent inadvertent entrapment of kit foxes or other animals during construction activities, all excavated, steep-walled holes or trenches more than 2 feet deep should be covered at the close of each working day by plywood or similar materials. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks shall be installed. Before such holes or trenches are filled, they should be thoroughly examined for trapped animals.

- San Joaquin kit foxes are attracted to den-like structures such as pipes and may enter stored pipes and become trapped or injured. All construction pipes, culverts, or similar structures with a diameter of 4 inches or greater that are stored at a construction site for one or more overnight periods should be thoroughly inspected for kit foxes before the pipe is subsequently buried, capped, or otherwise used or moved in any way.

- All food-related trash items such as wrappers, cans, bottles, and food scraps should be disposed of in securely closed containers and removed at least once a week from a construction or project site.

- No pets, such as dogs or cats, should be permitted on the project site to prevent harassment, mortality of kit fox, or destruction of dens.

- Use of rodenticides and herbicides in project areas should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other state and federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide should be used because of a proven lower risk to kit foxes.

- A representative should be appointed by the project proponent who would be the contact source for any employee or contractor who might observe a kit fox. The representative would be identified during the employee education program and that person's name and telephone number shall be provided to the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service.

- An employee education program should be prepared and implemented. The program should consist of a brief presentation by persons knowledgeable in kit fox biology and legislative protection to explain endangered species concerns to contractors, their employees, and/or agency personnel involved in the project. The program should include the following: a description of the San Joaquin kit fox and its habitat needs; a report of the occurrence of kit fox in the project area; an explanation of the status of the species and its protection under the Endangered Species Act; and a list of measures being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information should be prepared for distribution to the previously referenced people and anyone else who may enter the project site.

- Upon completion of the project, all areas subject to temporary ground disturbances, including storage and staging areas, temporary roads, pipeline corridors, etc. should be re-contoured if necessary, and

revegetated to promote restoration of the area to pre-project conditions. An area subject to “temporary” disturbance means any area that is disturbed during the project, but after project completion would not be subject to further disturbance and has the potential to be revegetated. Appropriate methods and plant species used to revegetate such areas should be determined on a site-specific basis.

- In the case of trapped animals, escape ramps or structures should be installed immediately to allow the animal(s) to escape, or the California Department of Fish and Wildlife and U.S. Fish and Wildlife Service should be contacted for guidance.

- New sightings of a kit fox shall be reported to the California Natural Diversity Database. A copy of the reporting form and a topographic map clearly marked with the location of where the kit fox was observed should also be provided to the U.S. Fish and Wildlife Service.

Western Spadefoot Toad

To ensure that construction activities do not result in degradation of potential breeding sites that are near construction sites, reconnaissance-level surveys should be performed no more than 14 calendar days before the beginning of construction. Pre-construction surveys should be conducted by a qualified biologist within 250 feet of Ash Slough and the ditch within areas where construction activities would occur. The habitat in those areas should be avoided to the maximum extent possible. Where feasible, Environmentally Sensitive Area fencing capable of precluding western spadefoot toads from entering construction areas should be installed, based on findings obtained during the pre-construction surveys. Fencing should consist of 16-inch metal flashing or an equivalent material and should be buried 6 inches below the ground surface, extending at least 8 inches above the ground. No insecticides, herbicides, fertilizers, or other chemicals that might harm the western spadefoot toad should be used in the buffer zone.

2.1.5 Energy

Considering the information in the Energy section of the Caltrans Standard Environmental Reference dated January 2020, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Energy
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Energy
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	**No Impact**

2.1.6 Cultural Resources

Considering the information in the Supplemental Historic Property Survey Report dated December 12, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Cultural Resources
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	**No Impact**
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	**No Impact**
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	**No Impact**

2.1.7 Geology and Soils

Considering the information in the California Department of Conservation Earthquake Zone Map, accessed September 29, 2022, the California Department of Conservation Landslide Map, accessed September 29, 2022, the Preliminary Paleontological Evaluation Report and Paleontological Mitigation Plan for the Chowchilla Interchange Improvement Project dated November 15, 2015, and the Supplemental Preliminary Paleontological Evaluation Report/Paleontological Mitigation Plan Madera 99/233 Chowchilla Interchange Improvement, dated September 30, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Geology and Soils
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	**No Impact**
ii) Strong seismic ground shaking?	**No Impact**
iii) Seismic-related ground failure, including liquefaction?	**No Impact**
iv) Landslides?	**No Impact**
b) Result in substantial soil erosion or the loss of topsoil?	**No Impact**
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	**No Impact**
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?	**No Impact**
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	**No Impact**
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**Less Than Significant Impact**

f) Affected Environment

Most of the project sediments come from the Modesto Formation with a small extent of Riverbank Formation and Holocene River terrace deposits. Both the Modesto and Riverbank formations have the potential to yield fossils meeting significance criteria based on other finds in the Merced-Madera area.

Environmental Consequences

Build Alternative

The greatest planned vertical impacts are to the Modesto Formation where construction of a drainage basin is proposed at the southeast corner of the interchange where the proposed cut is 12 feet deep.

No-Build Alternative

No impacts to paleontological resources are expected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Native sediments of the Modesto Formation should be monitored full-time for all open (grading, trenching, but not drilling) excavations more than 5 feet deep. The Riverbank Formation should be spot checked during grading. A preliminary paleontological mitigation plan was prepared in 2015 by Cogstone Resource Management to address the potential to encounter paleontological resources during the proposed improvements for the Madera State Route 99/State Route 233 interchange project.

No-Build Alternative

Avoidance, minimization and mitigation measures are not required under the no-build alternative.

2.1.8 Greenhouse Gas Emissions

Considering the information in the Climate Change Memo dated March 2023 the following significance determinations have been made

Question—Would the project:	CEQA Significance Determinations for Greenhouse Gas Emissions
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	**Less Than Significant Impact With Mitigation Incorporated**
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	**Less Than Significant Impact**

a, b) Affected Environment

Improvements to the State Route 99/State Route 233 intersection are included in the Madera County Transportation Commission 2018 Regional Transportation Plan/Sustainable Communities Strategies, including achieving Senate Bill 375

greenhouse gas reduction goals, which reflects the region's strong commitment to build a more sustainable transportation system through long-range planning efforts. The project meets the Madera County Transportation Commission's performance measures for listing as a capacity-increasing project in the Regional Transportation Plan. It is also consistent with the Regional Transportation Plan/Sustainable Communities Strategy goals of improving goods movement along the regionally important State Route 99.

Improvements to the State Route 99/State Route 233 interchange are consistent with the City of Chowchilla 2040 General Plan, Open Space and Conservation Element policy OS 23 to implement state and regional regulations pertaining to greenhouse gas emissions and climate change.

The project location is identified as a major corridor needing interchange operational improvement to improve the level of service and air quality.

Environmental Consequences

The following discussion applies to both the build alternative and the no-build alternative.

A quantitative carbon dioxide emissions analysis comparing the build alternative and no-build alternative was completed for the following locations: Chowchilla State Route 233, southbound State Route 233/State Route 99 and southbound State Route 99/State Route 233. The results are detailed below.

Chowchilla State Route 233, build alternative: Carbon dioxide emissions for 2022 are 221 tons per year. Carbon dioxide emissions for opening year 2024 are 246 tons per year. Carbon dioxide emissions for design year 2044 are 313 tons per year.

Chowchilla State Route 233, no-build alternative: Carbon dioxide emissions at this location for 2024 are 209 tons per year and for 2044 are 215 tons per year. The no-build alternative carbon dioxide emissions are lower than the build alternative.

Southbound State Route 99/State Route 233, build alternative: Carbon dioxide emissions for 2022 are 98 tons per year. Carbon dioxide emissions for opening year 2024 are 67 tons per year. Carbon dioxide emissions for design year 2044 are 64 tons per year.

Southbound State Route 99/State Route 233, no-build alternative: Carbon dioxide emissions for 2024 are 104 tons per year and for 2044 are 98 tons per year. The no-build alternative carbon dioxide emissions are higher than the build alternative.

Northbound State Route 99/State Route 233, build alternative: Carbon dioxide emissions for 2022 are 134 tons per year. Carbon dioxide emissions

for opening 2024 are 74 tons per year. Carbon dioxide emissions for design year 2044 are 72 tons per year.

Northbound State Route 99/State Route 233, no-build alternative: Carbon dioxide emissions for the no-build alternative at this location for 2024 are 104 tons per year and for 2044 are 98 tons per year. The no-build alternative carbon dioxide emissions are higher than the build alternative.

The increase in emissions would mainly come from population growth because traffic volumes on State Route 233 will increase over time due to several planned housing developments in the area. Also, the amount of 2024 and 2044 build alternative carbon dioxide emissions compared to the no-build alternative carbon dioxide emissions reflects the anticipated operational shortfalls stemming from the current freeway system (for example, no added lanes to existing State Route 99 in this area to date).

The conversion of the existing stop-controlled intersections to two-lane roundabouts reduces emissions. This is seen in the comparisons of the 2024 and 2044 build to no-build alternative carbon dioxide emissions. With stop-controlled intersections (both signals and signage), motorists are required to come to a complete stop, idle while they await the opportunity to navigate their movements and accelerate from the complete stop and attain speed. A roundabout eliminates the need to stop and maintains a constant speed through the roundabout. Roundabouts also calm traffic by forcing slower speeds, making it easier to avoid accidents with other vehicles and non-vehicular traffic.

The minor changes to traffic flow will not have any measurable impact on carbon dioxide greenhouse gas emissions when comparing the build alternative to the no-build alternative. However, based on vehicle trends with additional electric cars and cleaner fuels on the roadway, carbon dioxide emissions will inevitably reduce as years progress.

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.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

The following measures would also be implemented to reduce greenhouse gas emissions and potential climate change impacts from the project:

- To the extent feasible, limit idling to 5 minutes for delivery and dump trucks and other diesel-powered equipment (with some exceptions).

- To the extent feasible, schedule longer-duration lane closures to reduce the number of equipment mobilization efforts (combine with public information efforts for congested areas).
- To the extent feasible, reduce the need for transport of earthen materials by balancing cut and fill quantities.
- Supplement existing construction environmental training with information on methods to reduce greenhouse gas emissions related to construction.
- To the extent feasible, reduce construction waste by reusing or recycling construction and demolition waste.
- To the extent feasible, use recycled water and reduce consumption of potable water for construction.
- To the extent feasible, include mulch and compost applications and reduce organic waste.
- To the extent feasible, include mulch around new and existing plants to retain moisture.
- Caltrans in coordination with City of Chowchilla would work with CalVans to provide funding in the amount of $360,000 to subsidize the addition of 1 vanpool to the existing CalVans program for a 20-year period. The proposed vanpool would carry passengers to and from the State Route 99/Herndon Avenue junction in Fresno County to the Valley State Prison and the Central California Women's Facility. During final engineering, proposals providing an equal or greater benefit may be approved.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the no-build alternative.

2.1.9 Hazards and Hazardous Materials

Considering the information in the Madera 99/233 Chowchilla Interchange Improvement Hazardous Waste Initial Site Assessment dated September 26, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	**Less Than Significant Impact**

Question—Would the project:	CEQA Significance Determinations for Hazards and Hazardous Materials
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	**No Impact**
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	**No Impact**
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?	**Less Than Significant Impact**
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 or excessive noise for people residing or working in the project area?	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	**No Impact**
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	**No Impact**

d) Affected Environment

The Initial Site Assessment included site reconnaissance, review of historic topographic maps, aerial photographs, regulatory databases, facility-related documents, and other site-related record sources. Residential, commercial, and agricultural land uses are found within the project limits. The project area also includes some vacant and undeveloped land.

Environmental Consequences

Build Alternative

The Initial Site Assessment identified the following facilities at or adjacent to the project area as a potential risk for hazardous materials/waste:

- The former Chowchilla Tire and Wheel at 235 West Robertson Boulevard, Chowchilla, California, 93610. This Leaking Underground Storage Tank case was listed as an open remediation as of January 14, 2022.

- Exxon Mini Mart at 130 East Robertson, Chowchilla, California 93610. This Leaking Underground Storage Tank case received closure on April 9, 2014, following the completion of assessment and remediation work.

- Aquino's Texaco at 125 South Chowchilla Boulevard, Chowchilla, California, 93610. This Leaking Underground Storage Tank case received closure on September 14, 1992. However, no case closure letter or case closure summary was found in the Fresno office's case file.

- Hollister Trucking at 128 Chowchilla Boulevard, Chowchilla, California 93610. This Leaking Underground Storage Tank case received closure on October 31, 1996, following the completion of assessment and remediation work.

- Chowchilla Water District Shop, 321 South Chowchilla Boulevard, Chowchilla, California 93610. This Leaking Underground Storage Tank case received closure on October 20, 1987. However, no case closure letter or case closure summary was found in the Fresno office's case file.

- The former Wilbur-Ellis facility, Assessor's Parcel Number 014-020-013, This facility was used as an agricultural chemical sales business. At least eight underground storage tanks and one waste sump were located on the property according to the State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list. A review of files at the Madera County Environmental Health Division indicated that two plastic sumps were used to collect rinse water from empty chemical containers and spray equipment prior to being pumped into an aboveground plastic containment tank. The State Water Resources Control Board Hazardous Substance Storage Container Information for Madera County list for Wilbur-Ellis listed eight tanks and one sump; no information was found in the regulatory record as to whether the tanks and sumps have been properly removed. Also, soil staining was observed in the vacant field between the former Wilber-Ellis office and Robertson Boulevard.

Aerially Deposited Lead

An aerially deposited lead study was done within the project area at the State Route 99/State Route 233 interchange. Soil samples were collected and analyzed from 23 direct push borings and one hang auger boring along the interchange within Caltrans' right-of-way. A total of 72 soil samples were collected and submitted for lab analysis. Results indicate that aerially deposited lead in surface soils from 0.0 to 0.5 feet within the proposed construction zone would be classified as a California hazardous waste due to higher lead concentrations. The soils excavated from 0.5 to 2.0 feet of the

project area in any combination of layers qualify as unregulated, non-hazardous material and may therefore be reused within the Caltrans right-of-way, relinquished to the contractor, or disposed of as a non-hazardous/non-regulated material. If soil from the top 2.0 feet is excavated and managed as a whole, then the soil would not be classified as a hazardous waste and could be managed without restriction.

Asbestos-Containing Materials and Lead-Containing Paint

An asbestos-containing materials and lead-containing paint survey was done within the project area at the State Route 99/State Route 233 interchange. A total of 16 bulk asbestos samples representing seven suspect components were collected. No suspect lead-containing paint was found on structural members of the bridges. Consequently, no paint samples were collected. Asbestos was not detected in suspect samples collected during the survey.

Petroleum Hydrocarbons

A preliminary site investigation was conducted from January 16 to January 18, 2023, at the former Wilbur-Ellis Company property at 25849 State Route 99 in Chowchilla in Madera County. The purpose of the preliminary site investigation was to assess subsurface and surface soils that may have been impacted by total petroleum hydrocarbons associated with historical operations of a former occupant, the Wilbur-Ellis Company.

The preliminary site investigation found that the property soil has been impacted by total petroleum hydrocarbon gasoline, diesel and ethylbenzene.

No-Build Alternative

There are no hazardous waste/material concerns with the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Construction activities involving ground disturbance could expose workers and/or the public to lead. A lead compliance plan developed by a certified industrial hygienist is required. Caltrans' standard special provision for earth material containing lead requires a lead compliance plan when lead concentrations are non-hazardous or whenever soil excavation that could result in lead exposure will occur and disposal in a permitted landfill is not required. Also:

- Include Standard Special Provision 36-4 for work involving residue from grinding and cold-planing that contains lead from paint and thermoplastic.
- Include Caltrans' Standard Special Provision 84-9.03C and/or Standard Special Provision 14-11.12, respectively for the removal of white and/or yellow striping/paint/markings separate from roadway grindings in the bid package for construction.

- If guardrails, signposts, or other sources of treated wood waste are to be removed during construction, include standard special provision 14-11.14 for treated wood waste in the bid package for construction.
- Since there is a potential for localized contamination to occur in the construction zone, it is recommended that the contractor prepare a health and safety plan, and a contingency plan to guide construction work. The contractor's workers should also be adequately trained to recognize and respond appropriately if impacted soil is encountered during construction.

No-Build Alternative

Avoidance, minimization and mitigation measures are not required under the no-build alternative.

2.1.10 Hydrology and Water Quality

Considering the information in the Water Quality Report State Route 99/233 Chowchilla Interchange Improvement Project dated June 2022 and the Location Hydraulic Study dated September 12, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	**No Impact**
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	**No Impact**
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation onsite or offsite;	**Less Than Significant Impact**
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite;	**No Impact**

Question—Would the project:	CEQA Significance Determinations for Hydrology and Water Quality
(iii) 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; or	**No Impact**
(iv) impede or redirect flood flows?	**No Impact**
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	**No Impact**
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	**No Impact**

c) Affected Environment

The Chowchilla subbasin includes lands in Madera and Merced counties. The subbasin is bounded on the west by the San Joaquin River and the eastern boundary of the Columbia Canal Company Service Area and on the north by the southern boundary of the Merced Subbasin. The area includes the Chowchilla Water District, Berenda Slough and Ash Slough to the Chowchilla River. Major rivers in the subbasin are the Fresno and Chowchilla rivers. The Berenda and Ash sloughs are the main hydraulic features in this region. The project lies within the San Joaquin Valley Floor, Berenda Creek Hydraulic unit and the Madera Hydraulic unit.

The Federal Emergency Management Agency has identified Ash Slough, Berenda Slough, and the Chowchilla River as floodways. Federally designated flood zones are limited to the defined bank and channels of Ash Slough, Berenda Slough, and Chowchilla River.

The project is in the Chowchilla groundwater subbasin. Groundwater provides almost the entire urban and rural water supply and about 75 percent of the agricultural water supply on the valley floor. Groundwater is pumped from the Madera, Chowchilla, and Delta-Mendota groundwater subbasins.

Environmental Consequences

Build Alternative

The two roundabouts and new separate concrete bridge constructed for westbound traffic will increase the impervious area within the project limits. Project-induced long-term impacts on water quality would mainly be associated with the addition of new impervious surfaces. These additional

impervious areas would increase the volume and velocity of the stormwater flow, which can potentially contribute to carrying additional pollutants and cause increased erosion effects. The new roadway drainage system is expected to create or modify existing ditches and detention basins.

Construction activities could result in temporary surface water and groundwater quality impacts. Temporary impacts on the nearby Ash Slough would be associated with the input of sediment loads that exceed water quality objectives, or chemical spills into a storm drain or groundwater aquifers if proper minimization measures are not implemented. Land-disturbing activities and the placement of stockpiles in proximity to storm drain inlets or nearby surface waters may result in a temporary increase in sediment loads in surface waters.

The project does not consist of a longitudinal encroachment or a significant encroachment on the base floodplain. Most of the project is in areas determined to be outside the 0.2 percent annual chance floodplain. Locations from post mile 26.8 to end of construction at post mile 26.8 are in areas subject to inundation by the 1 percent annual chance flood. The project work will not impact the floodplain because the work will not cause an increase in roadway elevation and will not alter the natural flow of the floodplain.

No-Build Alternative

There would be no impacts to water quality under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Two general strategies are recommended to prevent construction sediment from entering local storm drains and waterways:

- Erosion control procedures should be implemented for those areas that must be exposed.
- The area should be secured to control the offsite movement of pollutants.

This project will disturb 1 or more acres of soil, and the following will be required:

- A Notification of Intent is to be submitted to the appropriate Regional Water Quality Control Board at least 30 days prior to the start of construction.
- A Stormwater Pollution Prevention Plan is to be prepared and implemented during construction to the satisfaction of the resident engineer.
- A Notice of Termination is to be submitted to the Regional Water Quality Control 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 project will minimize erosion or siltation onsite or offsite during construction and its operation.

Key management measures include the following:

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion via limiting land disturbances such as clearing and grading and cut/fill.
- Preserve any existing terrain providing desirable drainage courses or effective filtration.
- Limit disturbance of natural drainage features and vegetation.
- Ensure proper storage and disposal of potentially hazardous material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.
- Direct and discharge existing runoff to roadside drainage ditches and basins. Stormwater would be captured by a combination of new and existing pipes, drainage inlets, and other storm drain facilities once construction is completed for this project.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for the no-build alternative.

2.1.11 Land Use and Planning

Considering the information in the City of Chowchilla 2040 General Plan—Land Use Element accessed on October 18, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Land Use and Planning
a) Physically divide an established community?	**No Impact**
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	**No Impact**

2.1.12 Mineral Resources

Considering the information in the City of Chowchilla General Plan 2040—Open Space and Conservation Element accessed on September 29, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Mineral Resources
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?	**No Impact**
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?	**No Impact**

2.1.13 Noise

Considering the information in the State Route 99/233 Interchange Project Noise Study Report dated August 2022, the following significance determinations have been made:

Question—Would the project result in:	CEQA Significance Determinations for Noise
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**Less Than Significant Impact**
b) Generation of excessive groundborne vibration or groundborne noise levels?	**Less Than Significant Impact**
c) For a project located within the vicinity of a private airstrip or 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?	**No Impact**

a, b) Affected Environment

The project is in an urban/industrial setting. Land uses within the designated post miles of the project are composed of a few small businesses such as gas stations and retail stores, taco restaurant, transitional hotel/motel (Days Inn Hotel) and a single-family residence on the north side of State Route 233 and set back approximately 450 feet from the edge of the travelled way.

A field noise analysis was conducted to identify land uses within the project limits and to identify frequent human outdoor use areas in residential receptors that could be subject to traffic noise impacts and to consider the physical setting of the freeway alignment relative to those areas. The noise study analyzed noise levels at six studied receivers within the project limits:

- Receiver 1: Adjacent to Robertson Boulevard (State Route 233) between Chowchilla Boulevard and the State Route 99 southbound off-ramp (vacant land).
- Receiver 2: Adjacent to the frontage road (private driveway) north of Avenue 26 (State Route 233).
- Receiver 3: Adjacent to Avenue 26 (State Route 233) between the State Route 99 northbound ramps and Carlyle Way.
- Receiver 4: Agricultural residence, single-family residence.
- Receiver 5: Restaurant (Taco El Grullense).
- Receiver 6: Motel (Days Inn Hotel).

Environmental Consequences

The noise study determined the future traffic noise impacts at receivers in the vicinity of the project. The receivers represent traffic noise levels for the existing (2018) and the design-year (2040) no-build alternative condition as well as for the design-year (2040) build alternative. Potential long-term noise impacts associated with project operations are solely from traffic noise. Traffic noise was evaluated for the worst-case traffic condition.

Noise abatement is considered only for areas of frequent human use that would benefit from a lowered noise level. The impact analysis focused on locations of areas of frequent human use. Receivers 1, 2, and 3 were not considered since they are areas with no frequent use.

Build Alternative

Receiver 4 farmhouse residence: The existing noise level is 53 decibels. The design-year build noise level at this receiver is 55 decibels. This noise level is not substantial and does not exceed or approach the noise abatement criteria

of 67 A-weighted decibels for this land use; therefore, noise abatement is not considered at this location.

Receiver 5 and Receiver 6 restaurant and hotel: The existing noise level for Receiver 5 is 66 decibels. The existing noise level for Receiver 6 is 63 decibels. The design-year build noise levels at Receivers 5 and 6 are 69 decibels and 66 decibels, respectively. These noise levels are not substantial and do not exceed or approach the noise abatement criteria of 72 decibels for these land uses; therefore, noise abatement is not considered at these locations.

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 in close proximity to residential buildings.

No-Build Alternative

Noise impacts are not expected for the no-build alternative.

Avoidance, Minimization, and/or Noise Abatement Measures

Build Alternative

Construction noise control will conform to the provisions in Section 14-8.02 “Noise Control” of the Caltrans Standard Specifications. The noise level from the contractor’s operations, between the hours of 9:00 p.m. and 6:00 a.m., shall not exceed 86 decibels at 50 feet from job site. All equipment must be fitted with adequate mufflers and operated according to the manufacturers’ specifications.

Construction noise varies greatly depending on the construction process, type and condition of equipment used, as well as layout of the construction site. Temporary construction noise impacts would be unavoidable in areas immediately adjacent to the proposed project alignment.

Compliance with the construction hours per Caltrans’ Standard Special Provisions will be required, during night hours (between 9:00 p.m. and 6:00 a.m.), to minimize construction noise impacts on sensitive land uses adjacent to the project site.

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.

No-Build Alternative

Avoidance, minimization, and/or mitigation measures are not required for the no-build alternative.

2.1.14 Population and Housing

Considering the information in the updated project description dated October 20, 2022, project mapping received September 29, 2022, and Relocation Impact Memo dated September 30, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Population and Housing
a) Induce substantial unplanned 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)?	**No Impact**
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	**No Impact**

2.1.15 Public Services

Considering the information in the City of Chowchilla 2040 General Plan—Public Safety Element accessed on October 19, 2022, the following significance determinations have been made:

Question:	CEQA Significance Determinations for 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: Fire protection?	**Less Than Significant Impact**
Police protection?	**Less Than Significant Impact**
Schools?	**No Impact**
Parks?	**No Impact**
Other public facilities?	**No Impact**

a) Affected Environment

Emergency Services

The City of Chowchilla Volunteer Fire Department serves the City of Chowchilla and its surrounding unincorporated area. It is a volunteer unit with a paid full-time Fire Chief operating from Station 1. Station 1 is centrally located on North First Street. Fire dispatch is handled through the City of Chowchilla Police Department. Cal Fire provides services to the unincorporated area surrounding the City of Chowchilla through a contract with Madera County. Madera County also contracts with Cal Fire for prevention and suppression services in the unincorporated areas of Madera County.

Madera County Fire Department Station 2 is also located on North First Street in Chowchilla. Other County Fire Department stations may also respond to a fire depending on the location and ability to commit equipment. Fire dispatch for Madera County Fire Department is handled by Cal Fire. There are also cooperative agreements with the California Department of Corrections for fire protection services.

Law enforcement services for the City of Chowchilla are provided by the Chowchilla Police Department. The Public Safety Element of the City of Chowchilla 2040 General Plan mentions evaluating alternatives to meet the needs of law enforcement. The Madera County Sheriff's Department is

responsible for law enforcement in the unincorporated areas of Madera County. The County's Sheriff's headquarters building is on Road 28 in the City of Madera. The California Highway Patrol is the main law enforcement agency providing traffic safety and management as well as law enforcement in the unincorporated areas of Madera County. The "Madera Area" California Highway Patrol office is located on Airport Drive in the City of Madera.

Environmental Consequences

Build Alternative

Impacts on response times for emergency services would be negligible with the implementation of the Caltrans Traffic Incident Management Plan described in the avoidance, minimization, and/or mitigation measures section.

No-Build Alternative

Emergency services would not be affected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Night work during construction is expected for this project due to existing traffic conditions and potential lane closures. Typically, a flagger on either side of the construction work zone will control the flow of traffic intermittently with one direction closed and the other direction open to traffic.

A detailed traffic management plan would be developed during the Plans, Specifications, and Estimates phase of the project to minimize delays due to lane closures and maximize safety for the traveling public and emergency service providers during construction. The traffic management plan may include the following:

- Information from brochures and mailers, press releases and media alerts, and planned lane closure notices from the Caltrans website.
- Use of portable changeable message signs.
- Use of California Highway Patrol officers for traffic control.

Caltrans coordinates and manages road user information and highway advisory radio on the state highway system that would be used during construction.

Construction is not expected to occur during peak traffic periods.

No-Build Alternative

Emergency services would not be affected under the no-build alternative.

2.1.16 Recreation

Considering the information in the City of Chowchilla General Plan 2040—Public Facilities and Services Element accessed on September 29, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Recreation
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?	**No Impact**
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?	**No Impact**

2.1.17 Transportation

Considering the information in the Caltrans Project Study Report and Project Development Report dated October 2013, Air Quality Report dated March 2023, Climate Change Memo dated March 2023, City of Chowchilla Area Transit accessed on March 13, 2023 at https://cityofchowchilla.org/223/Chowchilla-Area-Transit-CATX, Madera County Connection website accessed on March 13, 2023 at https://mcctransit.com/wp-content/uploads/2016/05/MCC-System-Map-b-4.pdf, and the Vehicle Miles Traveled Mitigation Plan dated March 2023, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Transportation
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	**Less Than Significant Impact**
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? (The portion of Section 15064.3(b) of the CEQA Guidelines pertaining to transportation projects provides for roadway capacity projects.)	**Less Than Significant Impact With Mitigation Incorporated**

Question—Would the project:	CEQA Significance Determinations for Transportation
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	**No Impact**
d) Result in inadequate emergency access?	**No Impact**

a, b) Affected Environment

State Route 99 is an important local and regional roadway and transportation corridor through the San Joaquin Valley. It is a major truck route, providing critical access for the shipment of agricultural goods to markets outside of the valley. It also serves as a significant travel route when motorists head to recreational areas and vacation spots throughout the state and beyond.

State Route 99 is a four-lane facility throughout the City of Chowchilla. In the project area, the travel lanes are 12 feet wide with 5-foot-wide left and 10-foot-wide right paved shoulders. The northbound and southbound travel lanes are separated by a 46-foot-wide median.

State Route 233 (Robertson Boulevard) is a northeast-running roadway that goes through the City of Chowchilla. Within the project area, State Route 233 is a two-lane undivided highway with 12-foot-wide lanes and 8-foot-wide shoulders. The width of the existing right-of-way varies from 50 feet within the interchange area to 100 feet on the east and west sides of the interchange. In the downtown area, the highway is a four-lane roadway with a center median two-way left-turn lane.

The State Route 99/State Route 233 interchange currently has a partial cloverleaf spread-diamond configuration. The off-ramp intersections are controlled by stop signs for ramp traffic. The bridge connector consists of two spans at 71 feet. The minimum vertical clearance of the bridge is 15 feet, 4 inches; the horizontal clearance is 54 feet, 5 inches.

Traffic Volumes and Level of Service

A traffic analysis was performed for the project and is discussed in the air quality report completed in March 2023. Traffic volumes and quality of traffic flow were used to evaluate highway operations and related congestion issues.

Traffic volume is identified as the annual average daily traffic count. Annual average daily traffic count is the average number of vehicles that pass a given point within a 24-hour period. The quality of traffic flow is identified as level of service. Level of service ranges from A to F, with level of service “A” representing free-flowing traffic, and level of service “F” representing gridlock

and stop-and-go conditions. The results for existing traffic conditions (2022) at the following locations are detailed below.

- Chowchilla State Route 99, existing year 2022. Average annual daily traffic volume is 47,500 vehicles, and truck average annual daily traffic volume is 9,975. Trucks make up 21 percent of the traffic volume.

- Chowchilla State Route 233, existing year 2022. Average annual daily traffic volume is 13,400 vehicles, and truck average annual daily traffic volume is 2,814. Trucks make up 8 percent of the traffic volume.

- Southbound State Route 99/State Route 233 ramps, existing year 2022. Traffic volume for morning hours is 1,464 vehicles, and the evening hours traffic volume is 1,387 vehicles. The level of service in this location is D for morning and evening hours.

- Northbound State Route 99/State Route 233 ramps, existing year 2022. Traffic volume for morning hours is 1,242 vehicles, and evening hours traffic volume is 1,176 vehicles. The level of service in this location is F for the morning hours and E for the evening hours.

- The southbound and northbound off-ramps with one-way stop control operated at level of service ranging from D to level of service F and E (congested conditions) respectfully, during peak travel hours. This overall decline will continue as the City of Chowchilla approves residential and commercial development east of the interchange.

Public Transportation, Bike Lanes and Pedestrian Facilities

The City of Chowchilla operates a local curb-to-curb, demand-response dial-a-ride bus transit service, commonly called “The City BUS,” in the city limits of Chowchilla through the Chowchilla Area Transit. Depending on scheduling, service is available for work, medical appointments, school, meetings, senior services, shopping, and more. The Chowchilla Area Transit buses are wheelchair-lift equipped. The service operates on weekdays, except on official holidays.

The Madera County Connection transit system provides service along State Route 99 from Madera to State Route 99/State Route 233 in Chowchilla, identified as the Chowchilla Fairmead Madera Route.

Established in 2012, the California Vanpool Authority, known as CalVans, is a Joint Powers Agency made up of many California agencies. CalVans board members are appointed from each member agency. They add vanpools to the public transit options provided to the residents and businesses in the board member’s jurisdiction. The Madera County Transportation Commission and the Fresno Area Council of Governments are members; therefore, vans that begin in, end in or travel through Madera County and Fresno County are eligible to apply for a CalVans vanpool.

There are no bike lanes and pedestrian facilities along State Route 233 and State Route 99 within the project area.

Vehicles Miles Traveled

The Madera 99/233 Interchange Improvement project is considered a capacity-increasing project and requires an induced vehicle miles traveled analysis and evaluation for potential mitigation measures. The Madera County Transportation Commission Regional Travel Demand Model was used for the vehicle miles traveled analysis.

Environmental Consequences

Build Alternative and No-Build Alternative

The Chowchilla Boulevard/State Route 233 intersection would continue to be controlled by signal, and the ramp intersections currently controlled by stop signs would be replaced with roundabouts under the build alternative. Traffic conditions and level of service for the opening year (2027) and the future year (2047) are detailed below in Tables 2.1, 2.2 and 2.3. Traffic volumes are defined as number of vehicles.

Table 2.1 Traffic Volumes for the Build and No-Build Alternatives

Location Build and No-Build	Existing Year 2022 Morning Traffic Volumes	Existing Year 2022 Evening Traffic Volumes	Open Year 2027 Morning Traffic Volumes	Open Year 2027 Evening Traffic Volumes	Design Year 2047 Morning Traffic Volumes	Design Year 2047 Evening Traffic Volumes
Chowchilla Boulevard/State Route 233	1,634	1,555	1,943	1,845	2,925	3,220
Southbound State Route 99/State Route 233	1,464	1,387	935	799	2,840	3,105
Northbound State Route 99/State Route 233	1,242	1,176	1,605	1,474	2,865	3,470

Source: Air Quality Report March 2023

Traffic volumes for both morning and evening hours increase from year 2022 to 2027 and 2047 at the Chowchilla Boulevard/State Route 233 and northbound State Route 99/State Route 233 locations under the build and no-build alternatives.

Table 2.2 Level of Service for the Build Alternative

Location	Existing Year 2022 Level of Service Morning	Existing Year 2022 Level of Service Evening	Open Year 2027 Level of Service Morning	Open Year 2027 Level of Service Evening	Design Year 2047 Level of Service Morning	Design Year 2047 Level of Service Evening
Chowchilla Boulevard/State Route 233	B	C	B	B	C	C
Southbound State Route 99/State Route 233 ramps	D	D	A	B	A	B
Northbound State Route 99/State Route ramps	F	E	A	A	A	B

Source: Air Quality Report March 2023

The level of service for years 2027 and 2047 decline to a level of service F under the no-build alternative for northbound and southbound State Route 99/State Route 233 ramp locations. The level of service for 2027 and 2047 at the northbound and southbound State Route 99/State Route 233 ramp locations improves to A and B with construction of the roundabouts. Roundabouts generally provide traffic calming, resulting in reduced speeds, reduced vehicle idling and improved traffic flow. Even with the increase in traffic volumes from 2022 to 2047 (see Table 2.1), level of service improved considerably with construction of the project (see Tables 2.2 and 2.3).

Table 2.3 Level of Service for the No-Build Alternative

Location	Existing Year 2022 Level of Service Morning	Existing Year 2022 Level of Service Evening	Open Year 2027 Level of Service Morning	Open Year 2027 Level of Service Evening	Design Year 2047 Level of Service Morning	Design Year 2047 Level of Service Evening
Chowchilla Boulevard/State Route 233	B	C	B	C	C	C
Southbound State Route 99/State Route 233 ramps	D	D	F	F	F	F
Northbound State Route 99/State Route 233 ramps	F	E	F	F	F	F

Source: Air Quality Report March 2023

The Madera County Transportation Commission Travel Demand Model estimates the following values of induced vehicle miles traveled for the project alternative: 252 vehicle miles traveled daily and 91,867 vehicle miles traveled annually. The vehicle miles traveled estimated for the build alternative 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. Vehicle miles traveled equals

the annual average daily traffic multiplied by miles length of project multiplied by 365 days.

Night work during construction is expected for this project due to existing traffic conditions and potential lane closures. Intermittent traffic detours are anticipated for building the westbound State Route 233 bridge. Temporary lane closures may be necessary for small sections of the project.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

A traffic management plan will 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.

During construction, a flagger will be present on either side of the construction work zone to control the flow of traffic, intermittently with one direction closed and the other direction open to traffic. When construction work is being done along the eastbound section of the roadway, the traffic flow will be in the westbound direction and vice versa.

Class II bike lanes and sidewalks will be constructed for this project.

Vehicles Miles Traveled

Based on the Madera County Transportation Commission Travel Demand Model, the project will increase vehicle miles traveled by 91,867. Vehicle miles traveled mitigation can be achieved through modification of the project to reduce the amount of vehicle miles traveled generated or by providing transportation improvements via on-system or off-system measures.

On-system mitigation measures are measures that can be implemented within the Caltrans right-of-way. On-system mitigation may include mitigation within or outside the initial project limits of any given capacity-increasing project. Caltrans, as owner and operator of the state highway system and associated right-of-way, exercises more direct authority over on-system measures as opposed to off-system measures. However, on-site mitigation can be very limited in reducing the amount of vehicle miles traveled. For example, bike lanes or walking paths could be added to the project scope, but the benefit to vehicle miles traveled reduction may be almost zero at the project level.

Off-system mitigation, outside Caltrans' right-of-way, requires cooperation with those jurisdictions that have influence over land use and transportation systems outside of Caltrans' direct control. The Caltrans Division of Transportation Planning recently completed a literature review and assessment of vehicle miles traveled reduction strategies and found that measures that resulted in the largest decreases in vehicle miles traveled are generally off-system and not under Caltrans' direct control. Similarly, the most cost-effective measures identified in the literature review also tended to be outside of Caltrans' direct control (such as transit-oriented development, transportation demand management).

The following are proposed mitigation strategies. After public comment and during final engineering, the final mitigation strategies would be incorporated into the project using cooperative agreements with local partners. The cooperative agreements would be finalized before project construction.

City of Chowchilla Vanpool Program

Caltrans in coordination with City of Chowchilla would work with CalVans to provide funding in the amount of $360,000 to subsidize the addition of one vanpool to the existing CalVans program for a 20-year period. The proposed vanpool would carry passengers to and from the State Route 99/Herndon Avenue junction in Fresno County to Valley State Prison and the Central California Women's Facility. Assumptions include those 10 passengers (driver not included) would use the 15-passenger van, which would result in an average annual vehicle miles traveled reduction of 172,800.

The City of Chowchilla would manage the mitigation funding and be responsible for distributing funds to CalVans. CalVans would apply the monthly subsidy toward the cost of the vanpool. CalVans indicated there is capacity for more ridership. CalVans would be responsible for all logistics with regard to coordination and tracking names, number of riders, and miles traveled. Ridership data would be made available.

State Route 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan (Active Transportation Alternative 6: Two-Way Bike Track)

A mitigation proposal to fund an active transportation element identified as Alternative 6 in the State Route 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan is under consideration. If determined feasible, the mitigation funding would go to an existing project (Chowchilla Capital Maintenance project, EA 06-0W860), and the construction of the two-way bike track would be added to the scope. The cost to fully fund the construction of a Two-Way Bike Track would be about $4,000,000; without this additional funding, the Chowchilla Capital Maintenance project would not include the additional scope of work.

Assumptions include that the Two-Way Bike Track feature would result in an average annual vehicle miles traveled reduction of 24,933.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required for the no-build alternative.

2.1.18 Tribal Cultural Resources

Considering the information in the Supplemental Historic Property Survey Report dated December 12, 2022, the following significance determinations have been made:

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:

Question:	CEQA Significance Determinations for Tribal Cultural Resources
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	**No Impact**
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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	**No Impact**

2.1.19 Utilities and Service Systems

Considering the information in the City of Chowchilla General Plan 2040—Public Facilities and Services Element accessed on September 29, 2022, the following significance determinations have been made:

Question—Would the project:	CEQA Significance Determinations for Utilities and Service Systems
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	**Less Than Significant Impact**
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	**No Impact**
c) 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?	**No Impact**
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	**No Impact**
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	**No Impact**

a) Affected Environment

Three utility companies operate within the project limits: Pacific Gas and Electric Company, Southern California Gas, and American Telephone and Telegraph. The affected utilities include but are not limited to electricity, gas, water, fiber optics and telephone.

Chowchilla Irrigation District has jurisdiction within the area, and its nearest facility would be Ash Slough. Chowchilla Public Works is responsible for water and sewer service, and storm water management.

Environmental Consequences

Utilities within the project area would have to be relocated under the build alternative. Electricity, gas, water, and fiber optics would be relocated within or adjacent to the project limits.

Existing Pacific Gas and Electric power poles within the project site will have to be relocated, which will require easements outside the right-of-way. In addition, existing underground electrical and telephone facilities cross State Route 99 north of the existing State Route 233 overcrossing. These underground lines may conflict with the abutments of the proposed overcrossing. If the line conflicts with the new overcrossing, they will have to be relocated through the structure. Caltrans would work with the affected companies to determine where the utilities would be relocated.

Utility relocation would not occur under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

The utility companies would do all utility relocation work prior to construction of the build alternative. Utility users would be informed of the date and time in advance of any service disruptions.

Utility relocation will not be required under the no-build alternative.

2.1.20 Wildfire

Considering the information in the Fire Hazard Severity Zone Maps accessed September 26, 2022, the following significance determinations have been made:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

Question—Would the project:	CEQA Significance Determinations for Wildfire
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	**No Impact**
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	**No Impact**
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	**No Impact**
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	**No Impact**

2.1.21 Mandatory Findings of Significance

Question:	CEQA Significance Determinations for Mandatory Findings of Significance
a) Does the project have the potential to substantially 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?	**Less Than Significant Impact**
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.)	**Less Than Significant Impact**
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	**No Impact**

a) Affected Environment

Biology

Two natural communities—Annual Grassland and Valley Foothill Riparian—were identified within the project area.

Six common wildlife species were found during field surveys in 2020: Six common wildlife species were found during field surveys in 2020: California scrub jay *(Aphelocoma californica)*, red-tailed hawk *(Buteo jamaicensis)*, red-shouldered hawk *(Buteo lineatus)*, Anna's hummingbird *(Calypte anna)*, American crow *(Corvus brachyrhynchos)* and killdear *(Charadrius vociferous).* Botta's pocket gopher (*Thomomys bottae*) and the California ground squirrel (*Otospermophilus beecheyi*) were also present in the portion of the project area north of State Route 233, based on the presence of their burrows. Two raptors—red-tailed hawk (*Buteo jamaicensis*) and red-shouldered hawk (*Buteo lineatus*)—were overflying the project area.

Nine stick nests were found within the project area, but none were occupied during the time of the survey. Two red-tailed hawks were seen sitting in and overflying a nest, indicating that it was a potentially active nest.

Special-status wildlife species that could potentially be present are the western spadefoot toad (*Spea hammondii*), western pond turtle (*Emys marmorata*), tricolored blackbird (*Agelaius tricolor*), burrowing owl (*Athene cunicularia*), Swainson's hawk, northern harrier (*Circus cyaneus*), American badger (*Taxidea taxus*), and San Joaquin kit fox (*Vulpes macrotis* mutica). Habitat that could support the hoary bat and Yuma myotis (*Myotis yumanensis*) occurs within the area.

Environmental Consequences

Build Alternative

Biology

Project construction activities would result in permanent and temporary impacts to riparian habitat in the project area. Approximately 0.06 acre of riparian habitat will be permanently impacted.

Potential impacts to special-status wildlife species may include direct mortality to individuals from vehicle strikes, ground disturbance, emergent vegetation or other riparian vegetation removal, habitat loss, and poisoning. Potential indirect impacts may include degradation of breeding habitat, change in water quality due to runoff from construction, and loss of shelter resulting into increased predation, exposure, or stress.

Impacts are not expected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Aesthetics

The following measures to offset visual impacts are recommended for the project:

- Minimize tree removal. Remove only those trees and shrubs required for the construction of the new roadway facilities. Avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems.
- Provide replacement planting.
- Add aesthetic elements to the overcrossing bridge structures to provide color, texture, and visual interest to the landscape.
- Add aesthetic paving to roundabouts, sidewalks, and median islands to provide color, texture, and visual interest to the landscape.

Biology

- Caltrans and the contractor will follow Best Management Practices during construction. Standard measures discussed in Section 2.1.4 Biological Resources and conservation measures would be implemented.

- Exclusion fencing should be placed around the perimeters of the project footprint that are within, or nearest to, the riparian corridors.

- A biological monitor should oversee all clearing and grubbing activities to ensure that impacts to riparian habitat are avoided and/or minimized.

- California Department of Fish and Wildlife regulatory authority encompasses the riparian habitat, as well as bed and bank of all water features. A Streambed Alteration Agreement should be procured from California Department of Fish and Wildlife prior to initiating ground disturbance activities.

- Replacement planting would be done after construction is completed. Plant type and planting ratio would be determined before construction starts. Annual monitoring will be scheduled to ensure that revegetation is successful.

- Land use development consistent with the general plans, and Sustainable Communities Strategy and greenhouse gas reduction policies set forth by the Madera County Transportation Commission and City of Chowchilla 2040 General Plan would help to lessen the effects of cumulative impacts on air quality.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the no-build alternative.

b) Affected Environment

Cumulative impacts identified for the project are those impacts that result from past, present, and reasonably foreseeable future actions occurring in the project area. This section includes a discussion of past, current, and reasonably foreseeable future projects, including highway projects and approved development, considered for cumulative impact analysis. Projects next to and near the project were identified through the City of Chowchilla 2040 General Plan and Caltrans District 6.

Existing and Future Land Development

Existing commercial business established near the project area include locally owned restaurants and retail businesses, national chain hotels, restaurants and gas stations/convenience and large-chain retail stores.

The Rancho Calera Specific Plan Area is in the northeastern portion of the current city limits and has been planned as part of a previous Greenhills Estates and Golf Club Specific Plan. The planned Rancho Calera development is north of Robertson Boulevard and east of State Route 99 and is adjacent to the proposed project.

The Rancho Calera Specific Plan is a proposed 576-acre master plan project that includes residential, commercial, and public land uses. It also includes two human-made lakes and an open space corridor along Ash Slough, neighborhood parks, a community park, an elementary school, and a public safety center. The Rancho Calera Specific Plan Area is northeast of the State Route 99/East Robertson Boulevard interchange, directly south of Ash Slough and north of East Robertson Boulevard and the Greenhills Estates and Pheasant Run Golf Course. The western boundary is formed by State Route 99, and the eastern boundary is formed by Chowchilla's easterly most city limits. Implementation of the Rancho Calera Specific Plan could result in the construction of up to 2,042 residential units and approximately 945,000 square feet of commercial building space.

The Greenhills Estates and Golf Club Specific Plan was adopted by the City of Chowchilla in 1990. Since its adoption in 1990, implementation of the Greenhills Estates and Golf Club Specific Plan has been limited to the area south of East Robertson Boulevard and has included the construction of a private golf course and country club, gated residential neighborhoods consisting of no more than 1,800 single- and multi-family units, and a retail commercial center. The Rancho Calera Specific Plan would expand and substitute the northern portion (approximately 440 acres) of the 1,115-acre Greenhills Estates and Golf Club Specific Plan.

Transportation Projects

An overcrossing at State Route 99 near Ash Slough (Penny Lane) will be required to relieve traffic congestion at the State Route 99/Robertson Boulevard interchange. Improvements to the State Route 99/Robertson Boulevard interchange are also mentioned in the 2040 City of Chowchilla General Plan.

The 2021 Madera County Federal Transportation Improvement Project identified a City of Chowchilla alley pavement project for Robertson Boulevard/Kings Avenue and Robertson Boulevard/Trinity Avenue.

Caltrans projects for the area include the following:

- A two-lane addition on State Route 99 in Madera County from post mile 7.5 to post mile 15.1. Construction was completed in 2022.
- A proposed two-lane addition on State Route 99 in Madera County from post mile 15 to post mile 19. Project to begin once funding is available.

- A bridge deck rehabilitation project on State Route 99 and State Route 152 at post mile 24.78 in Madera County. Construction was completed in 2022.

- A Clean California Corridor Enhancement project on State Route 99 in Madera County from post mile 10.54 to post mile 10.7. Project not yet in construction.

- A roadway pavement overlay project on State Route 99 in Fresno and Madera counties from post mile 30.2 to post mile 1.0. Construction was completed in 2022.

Environmental Consequences

Build Alternative

This section discusses the direct and indirect impacts on each resource that could occur due to the proposed project when combined with other projects described in the affected environment section. These resources include aesthetics, land use, and biological resources.

Project construction activities for the Madera State Route 99/State Route 233 interchange improvement project would potentially result in up to 0.06 acre of permanent impacts to riparian habitat in the project area. The greatest change in the visual environment is the removal of 56 eucalyptus trees and the construction of two roundabouts. With the removal of the trees, there is a loss of large-scale elements that help blend the bridge structures into the environment. Approximately 4.1 acres will be converted from vacant land and commercial uses to transportation use. That includes eight partial property acquisitions. The partial acquisitions will not displace people or personal property.

Farmland, aesthetics, land use and biological resources were affected by the Caltrans projects mentioned in the previous section.

Development proposals have been planned for more than 20 years in the City of Chowchilla. Multiple plans and policies govern land use decisions in the project area. The Rancho Calera Specific Plan is a 576-acre master plan project on vacant land near the project area that includes residential, commercial, and public land uses, with up to 2,042 residential units and approximately 945,000 square feet of commercial building space. According to a CEQAnet search, potential impacts include aesthetics, farmland, air quality, special-status species habitat, wetland and riparian habitat, cultural resources, water quality, and public services to include sewer, solid waste and utilities. The project will contribute to future traffic along the State Route 99/State Route 233 interchange.

The project area is expected to grow and develop, with or without the project. By 2040, Chowchilla is projected to have a population of 27,837. The projected population is based on growth in cities that will bring Chowchilla from about 7.4 percent in 2009 to 8.67 percent in 2016, and to about 16.3

percent of Madera County's total population in 2040. The project aims to accommodate the expected growth by providing improved operations along State Route 233 and State Route 99, and providing an access road to the proposed development, but it does not influence growth in the study area. Cumulative impacts are considered negligible under the Madera State Route 99/State Route 233 Interchange Improvement project.

No-Build Alternative

Cumulative impacts are not expected under the no-build alternative.

Avoidance, Minimization, and/or Mitigation Measures

Build Alternative

Caltrans projects include minimization measures for land use conversions, by incorporating a design that would require the smallest possible project footprint necessary to improve safety and operations.

Conducting pre-construction surveys, onsite biological monitoring, and establishing Environmentally Sensitive Areas within the project limits would be implemented as needed. The project will remove only those trees and shrubs required for the construction of the new roadway facilities. The project will avoid removing trees and shrubs for temporary uses such as construction staging areas or temporary storm water conveyance systems. Included will be replacement planting and the addition of aesthetic elements to provide color, texture, and visual interest to the landscape.

No-Build Alternative

Avoidance, minimization, and mitigation measures are not required under the no-build alternative.

Appendix A Title VI Policy Statement

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS–49 | SACRAMENTO, CA 94273–0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov

September 2022

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."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

Related federal statutes, remedies, 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, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 639-6392 or visit the following web page: https://dot.ca.gov/programs/civil-rights/title-vi.

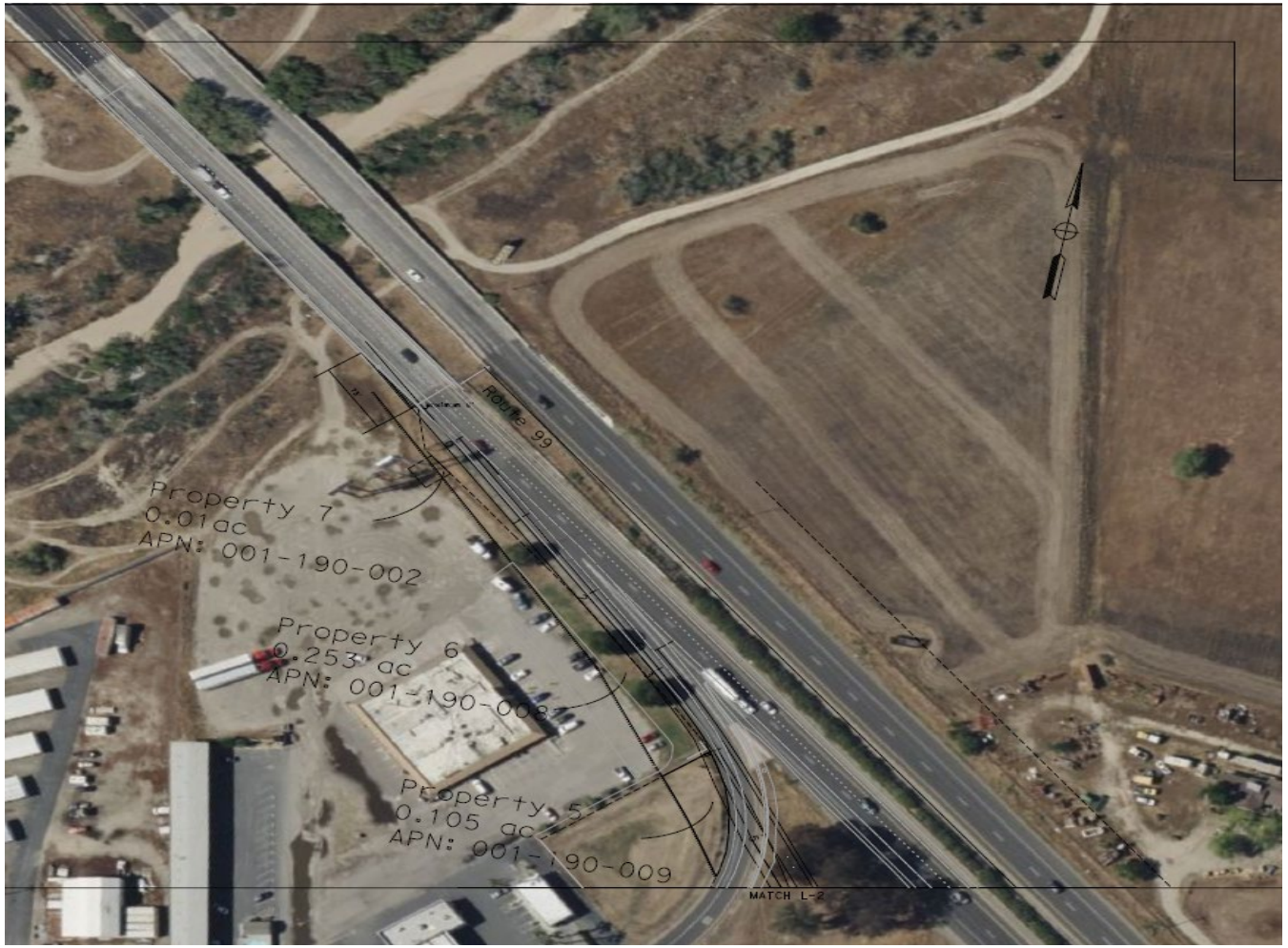
To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 879-6768 (TTY 711); or at Title.VI@dot.ca.gov.

TONY TAVARES
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Appendix B Project Mapping


Access Road
Property 4
0.25 ac
APN: 014-270-002
Property 3
1.59 ac
APN: 014-270-003
Property 2
0.84 ac
APN: 014-270-004
Location of
Poetential Basin
PROPERTY
2.095 ACRES
APN: 014-020-013
SCALE: 1"=50'
LAYOUT
L-2


Route 99
Property 7
0.01ac
APN: 001-190-002
Property 6
0.253 ac
APN: 001-190-008
Property 5
0.105 ac
APN: 001-190-009
MATCH L-2

Appendix C Comments and Responses

This appendix has been added since the draft environmental document was circulated.

A public notice for the project was published in English and Spanish in *The Madera Tribune* on April 29, 2023. The notice stated the public comment period ran from April 28, 2023 to May 29, 2023, and offered the public an opportunity to request a virtual open house. There were no requests for a virtual open house during the public comment period.

A profile search of the CEQAnet database for the Madera 99/233 Interchange Improvement Project was conducted on June 7, 2023. The profile search did not show any comments received through the State Clearinghouse during the review period.

The following pages contain the comments received on the project during the public comment period. Caltrans responses follow each comment.

Comments from Sunita Sagar

Phone call to Javier Almaguer, Senior Environmental Scientist Supervisor from Sunita Sagar. The phone call was noted in an email on May 11, 2023.

Commentor Sunita Sagar asked about proposed development in the area and access to Prosperity Avenue off of Robertson Avenue (State Route 233).

Caltrans Response to Comments from Sunita Sagar

Caltrans Senior Environmental Scientist Supervisor Javier Almaguer directed Sunita Sagar to the Caltrans website where the draft environmental document could be accessed. Using the environmental document, Javier Almaguer explained that the project would not impact access to her property and showed her where to find information about planned development in the area.

Comments from Hardt Mason Law

Email from Hardt Mason Law on behalf of Rancho Calera LLC, May 26, 2023.

Comment 1: As counsel to and on behalf of Rancho Calera, LLC, this email is being sent in response to the recently circulated Madera 99/233 Chowchilla Interchange Improvement Initial Study with Proposed Mitigated Negative Declaration (IS/MND). As stated in the IS/MND, Rancho Calera is a master planned community immediately north and adjacent to the proposed round-about at the northbound Highway 99 and 233/Robertson Blvd. interchange (Northbound Interchange). The Rancho Calera master planned community includes the construction of up to 2,042 residential units and 308,405 square feet of commercial uses. The larger of the two commercial centers is located immediately north of the Northbound Interchange, access to which would be, as shown in the IS/MND, from the northern leg of the Northbound Interchange.

Rancho Calera supports construction of the Northbound Interchange, as well as the remainder of the project identified in the IS/MND. Not only will the proposed improvements improve the safety at the Northbound Interchange and the southbound Highway 99 and 233/Robertson Blvd. interchange, but it will significantly improve the opportunity for the City of Chowchilla to grow and meet the housing and commercial demands of the larger community. Additionally, it will serve to improve pedestrian and bicycle traffic, which is a significant component of the Rancho Calera project.

Comment 2: Please reach out to me and Glenn Pace, the Rancho Calera manager (copied hereon), at your earliest convenience to discuss the property related impacts associated with construction of the Northbound Interchange and the interaction between construction of these improvements

and development of the Rancho Calera master planned community. We look forward to working with you on this project.

Caltrans Responses to Comments from Hardt Mason Law

Response 1: Thank you for your support of the Madera 99/233 Interchange Improvement Project. The project will improve operations at the interchange and provide multimodal accessibility/connectivity by adding safe bicycle and pedestrian access to the businesses and services in the area.

Response 2: Details regarding construction staging have not yet been developed. This will occur during the Plans, Specifications and Estimate phase over the next year or so. Please contact Mike Day, Caltrans Project Manager, for construction-related information.

Comments from Marven E. Norman

Email from Marven E. Norman dated May 30, 2023

California Department of Transportation, District 6 Environmental Division

Attn: Javier Almaguer, Senior Environmental Scientist

2015 East Shields Avenue, Suite 100

Fresno, CA 93726

Submitted via email to Javier.Almaguer@dot.ca.gov.

Re: Madera 99/233 Chowchilla Interchange Improvement Initial Study/Mitigated Negative Declaration (SCH #2023040741)

Dear Javier Almaguer,

Comment 1: I am writing in response to the IS/MND which was prepared for the Madera 99/233 Chowchilla Interchange Improvement Project which has been proposed. I reviewed the documents made available and while the overall Project does not seem problematic, there are concerns about specific features. Based on the Project description, there would be several multilane entrances/exits for the proposed roundabouts, but I could find no indication that the guidance from NCHRP Report 674: Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities had been incorporated into the design. Thus, it appears that Section 2.1.17 Transportation c) does not accurately account for the impacts which roundabouts have on those who are visually impaired, particularly roundabout entrances/exits which feature multiple lanes.

Comment 2: It is encouraging to see the planned inclusion of a 10-foot sidewalk on the westbound bridge structure as that would be an improvement over the status quo, but it would also be missed opportunity if designed solely as a sidewalk instead of as a Class I facility as undoubtedly, the majority of

bicyclists would seek to use it as well. In addition to being designed as a Class I facility, the connection across the roundabouts needs to be designed for bicycle travel. While the Caltrans documents have lagged the most recent research, Chapter 4: Intersection Design of the MassDOT Separated Bike Lane Planning & Design Guide1 provides the details of world-class designs which would be ideal for use as part of this Project.

Comment 3: Additionally, while I have not been able to review any documents for the State Route 233/Robertson Boulevard Corridor Planning Study and Downtown Master Plan which is mentioned as potential mitigation for VMT increases caused by the Project, the connections at the roundabouts can prove to be either cornerstones or weak links in the corridor in the future so it is important to get it right the first time during construction.

Comment 4: Finally, during construction of the Project, it is important to maintain accessibility for bicyclist and pedestrians. This should include ensuring that a designated space is available for walking and biking at all times and in areas where the potential for bicycle usage on the main roadway remains, then signage warning road users of the precents of bicyclists should not use any “SHARE THEROAD” signs. Instead, especially where lanes are narrowed, R4-11 BIKES MAY USE FULL LANE signs are the most preferred method of communicating the presence of bicyclists.

Thank you for your time and attention. If there are any questions, please do not hesitate to reach out to have them answered.

Sincerely,

Marven E. Norman

Caltrans Reponses to Comments from Marven E. Norman

Response 1: There will be specific features of the roundabout that will facilitate the crossing of visually impaired pedestrians through the roundabouts as referenced in NCHRP Report 674. Although the design plans are currently preliminary, the project proposes the following: flashing beacons and signage to alert motorists of pedestrians; the inclusion of speed limits for traffic calming, which will be established by our Traffic Engineering department during the Plans, Specifications, and Estimate phase; the inclusion of median islands, to provide refuge for pedestrians and a two-stage crossing as referenced in NCHRP Report 674. HAWK signals and a raised crosswalk discussion would occur during the project Plans, Specifications and Estimate phase.

Response 2: The sidewalk you refer to in your comment is intended to be designed as a shared-use path. According to index 405.10 of the Caltrans Highway Design Manual, the shared-use path “will serve both pedestrians

and those bicyclists who are not comfortable taking the lane to proceed through the roundabout." To simplify pedestrian and bicycle traffic flow patterns, the shared-use path will be continuous between the roundabouts in the westbound direction. A separate Class II bike lane is currently proposed on the existing State Route 233 alignment to accommodate bicyclists going in the eastbound direction.

Class I bikeways are facilities that have exclusive right-of-way, with cross flows by vehicles minimized. Class I bikeways have specific space requirements, which include added cost to the project for widening the bridge and roadway.

Response 3: Your comment regarding potential vehicle miles traveled (VMT) mitigation and connections at roundabouts is noted. Caltrans functional units from Right of Way, Design, Traffic, Planning, Hydraulics, Project Management and Environmental, along with staff from the City of Chowchilla and Madera County, worked together to develop a project that will meet the present and future needs of the area.

Response 4: Your comment regarding signage, and pedestrian and bike access during construction is noted. In the Plans, Specifications and Estimate phase of the project, Caltrans Traffic Operations, Traffic Safety and Design functional units will collaborate on the types of signs needed for the project.

The Caltrans Design unit will coordinate with Caltrans Construction and Traffic functional units during the Plans, Specifications and Estimate phase to ensure accessibility is maintained for bicyclists and pedestrians along the corridor.

List of Technical Studies Bound Separately (Volume 2)

Draft Relocation Statement

Air Quality Report

Noise Study Report

Water Quality Report

Natural Environment Study

Location Hydraulic Study

Historical Property Survey Report

- Historic Resource Evaluation Report
- Historic Architectural Survey Report
- Archaeological Survey Report

Hazardous Waste Reports

- Initial Site Assessment

Scenic Resource Evaluation/Visual Assessment

Initial Paleontology Study

To obtain a copy of one or more of these technical studies/reports or the Initial Study, write to:

Javier Almaguer
District 6 Environmental Division
California Department of Transportation
2015 East Shields Avenue, Suite 100, Fresno, CA 93726

Or send your request via email to: Javier.almaguer@dot.ca.gov

Or call: 559-287-9320

Please provide the following information in your request:

Project title: Madera 99/233 Chowchilla Interchange Improvement Project

General location information: State Route 99/State Route 233 Interchange in Chowchilla in Madera County

District number-county code-route-post mile: 06-Madera-99/233-26.3-26.8

EA/Project ID number: 06-0P910/0612000307

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): Madera 99/233 Interchange Improvement Project

DIST-CO-RTE: 06-MAD-99/233 **PM/PM:** 26.3/26.8

EA: 06-0P910 **Federal-Aid Project Number:** Not Applicable

Project Description

The project proposes to make operational improvements at the State Route 99/233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla. The existing State Route 233 bridge over State Route 99 will remain in place to accommodate eastbound traffic. A new bridge will be constructed for westbound traffic A 10-foot-wide sidewalk will be placed on along the westbound lanes. Other work includes widening of Ash Slough bridge on State Route 99, drainage improvements and access road construction. New right of way will be required for the project.

Caltrans CEQA Determination (Check one)

☐ **Not Applicable** – Caltrans is not the CEQA Lead Agency
☒ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:
☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
  ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.
☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name	Signature	Date

Project Manager

Print Name	Signature	Date

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(26)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Javier Almaguer	Javier Almaguer	6/14/23
Print Name	Signature	Date

Project Manager/ DLA Engineer

Mike Day		6/14/23
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): 5/30/23
Date of Environmental Commitment Record or equivalent: 6/9/23

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

Environmental Commitments Record (ECR)

DIST-CO-RTE: 06 - MAD - 099 **PM/PM:** 26.300/26.800 EA/Project ID: 06-0P910_ / 0612000307

Project Description: Interchange Improvement

Date (Last modification):

Environmental Planner: Kay Goshgarian Phone: 559-401-9925

Construction Liaison: Phone:

Resident Engineer: Phone:

PERMITS

Permit	Agency	Application Submitted	Permit Received	Permit Expiration	Permit Requirements Completed by	Permit Requirements Completed on	Comments
1600	California Department of Fish & Wildlife						
208	Central Valley Flood Protection Board (CVFPB)						
2081 - Incidental Take Permit	California Department of Fish & Wildlife						
401	Regional Water Quality Control Board						
404 Nationwide Verification	US Army Corps of Engineers						
CEQA Review	California Department of Fish & Wildlife						
Letter of Concurrence (FWS)	US Fish and Wildlife	1/5/23	3/10/23				
NOI/NOT (Stormwater)	State Water Quality Board						

ENVIRONMENTAL COMMITMENTS

PS&E/BEFORE RTL

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Air Quality	A Dust Control Plan 14-9.04 is required since total disturbed acreage is estimated at 14.84 acres.		NSSP	air quality						
Hazardous Waste	standard special provision 14-11.14 for treated wood waste	Env Doc	SSP	haz waste						
Hazardous Waste	Standard Special Provision 36-4 for work involving residue	Env Doc	SSP	Haz Waste						

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Environmental Commitments Record for MAD 99/233 Chowchilla Interchange

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
	from grinding and cold-planing that contains lead from paint and thermoplastic									
Hazardous Waste	Standard Special Provision 84-9.03C and/or Standard Special Provision 14-11.12, respectively for the removal of white and/or yellow striping/paint/markings separate from roadway grindings in the bid package for construction	Env Doc	SSP	haz waste						

PRE-CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	A WEAT will be provided to all construction personnel; including contractors, subcontractors, and contractors' representatives, covering the special status species with potential to be onsite.	Letter of Concurrence		Biology						
Biology	Pre-construction survey for MTBA	Env Doc		City of Chowchilla	Conduct survey					
Biology	Staging areas will be surveyed and "cleared" by a qualified biologist prior to start of construction	Letter of Concurrence		Biology						

CONSTRUCTION

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	A qualified biologist will be available on-call throughout construction incase a kit fox is observed on-site or near.	Letter of Concurrence		Biology						
Biology	All construction pipes or similar structures with a diameter of 4 inches or greater that are stored overnight on site, will be inspected thoroughly for kit fox before being used.	Letter of Concurrence		Construction Contractor						
Biology	All equipment and vehicles must be properly maintained and cleaned prior to bringing them onsite	Env Doc		Contractor						
Biology	Any fill material used will be free of noxious weed materials	Env Doc		Contractor						
Biology	Any holes, pits, trenches, etc. more than 1 foot deep will either be covered at the end of the work dat or be provided an escape ramp constructed of earth fill or planks. Before any such openings are filled, they will be inspected for trapped wildlife. If wildlife is found, work will stop immediately, and the Caltrans Biologist will be contacted.	Letter of Concurrence		Construction						
Biology	Any known dens will be protected by a 100 foot no work buffer. Natal dens will be avoided by a 200 foot no work buffer.	Letter of Concurrence		Biology						

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Environmental Commitments Record for MAD 99/233 Chowchilla Interchange

Category	Task and Brief Description	Source	Included in PS&E Package	Responsible Branch/Staff	Action to Comply	Due Date	Task Completed by	Task Completed on	Remarks	Mitigation for significant impacts under CEQA
Biology	Any SJKF observed onsite, will be allowed to live of its own volition.	Letter of Concurrence		Biology						
Biology	Disturbance to any known or natal SJKF den will be avoided. Potential dens will have a 50 foot no work buffer.	Letter of Concurrence		Biology						
Biology	Erosion control free of noxious weed materials will be used	Env Doc		Contractor						
Biology	The use of temporary artificial lighting will be limited where necessary. Any artificial lighting will be confined to the construction areas and directed away from sensitive habitat.	Letter of Concurrence		Construction						

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ATTACHMENT I

Dist-County-Route: 06-Mad-99
Post Mile Limits: 26.3/26.8
Type of Work: Mad 99/233 Chowchilla Interchange
Project ID (EA): 0612000307 (06-0P9100)
Program Identification: 400.100
Phase: ☐ PID ☒ PA/ED ☐ PS&E

Regional Water Quality Control Board(s): Central Valley Region (5-F)
Total Disturbed Soil Area: 14.84 acres PCTA: 7.31 acres
Alternative Compliance (acres): NA ATA 2 (50% Rule)? Yes ☐ No ☒
Estimated Const. Start Date: 12/17/2025 Estimated Const. Completion Date: 09/27/2027
Risk Level: RL 1 ☒ RL 2 ☐ RL 3 ☐ WPCP ☐ Other: _____
Is MWELO applicable? Yes ☒ No ☐
Is the Project within a TMDL watershed? Yes ☐ No ☒
TMDL Compliance Units (acres): NA
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 or Landscape Architect stamp required at PS&E only.

Johnny Reyes 1/17/23
Johnny Reyes, Registered Project Engineer Date

I concur with the Construction water pollution control strategy and selected temporary BMPs in this report:

Sarbjit Deol 01/30/2023
Sarabjit Deol, *District Construction SW Coordinator* *Date*

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

2/6/23
Mike Day, *Project Manager* *Date*

2/6/23
Rene Sanchez, *Designated Maintenance Representative* *Date*

2/9/23
Brad Cole, *Designated Landscape Architect Representative* *Date*

[Stamp Required at PS&E only]

Mazin Al Ali 02/10/2023
Mazin Al-Ali, *Regional SW Coordinator or Designee* *Date*

ATTACHMENT J

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-MAD-99-26.3/26.8

Madera 99/233 Chowchilla Interchange Improvement

PROJECT/EA NO: 0612000307/0P910

January 4, 2023

Prepared For: ARTHUR RAMIREZ, Branch Chief
Office of D6 Design, Branch M

Prepared By: BRINDER BASSI

Concurred By:

ISIDRO PEREZ
District 6 – District Traffic Manager

Approved By:

Brinder Bassi
BRINDER BASSI
District 6 – TMP Assistant Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of D6 Design, Branch M dated December 16, 2022.

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."

"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 Isidro Perez at 559-383-5246 or Brinder Bassi at 559-383-5182.

Attachments:

- TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE	MAD	99	***PM***	26.3/26.8	***PROJ. NO.***	0612000307
					EA. NO.	0P910
PROJECT NAME	Madera 99/233 Chowchilla Interchange Improvement					
PROJECT LIMIT	2.6 miles north of Avenue 24 Overcrossing to 1.3 miles south of Le Grande Avenue Overcrossing					
PROJECT DESCRIPTION	Modify the existing State Route 99/State Route 233 interchange by constructing two roundabouts at the ramp intersections in the City of Chowchilla					

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

- ☑ Highway or Freeway Lanes
- ☑ Highway or Freeway Shoulders
- ☑ Freeway Connectors
- ☐ Full/Complete Freeway/Highway Closure
- ☑ Freeway Off-ramps
- ☑ Freeway On-ramps
- ☑ Local Streets

B) ***Are there any construction strategies that can restore existing number of lanes?***

☑ No ☐ Yes *(Check all applicable strategies.)*

- ☐ Temporary Roadway Widening
  Structure Involvement? ☐ Yes ☑ No (If yes, notify Project Manager)
- ☐ Lane Restriping (Temporary narrow lane widths)
- ☐ Roadway Realignment (Detour around work area)
- ☐ Median and/or Right Shoulder Utilization
- ☐ Use of HOV lane as Temporary Mixed Flow Lane
- ☐ 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)
   - ☐ Extended Weekend Closure
   - ☐ 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: **277** Working Days

Total Working Days to Construct the Project: **329** Working Days

TMP DATASHEET

Date:	*January 4, 2023*		***Cnty/Rte:***	*MAD*	*99*
Branch Chief:	*Arthur Ramirez*		***PM:***	*26.3/26.8*	*99*
Branch:	*M*	***Office of D6 Design***	***Project/EA No:***	*0612000307*	*0P910*

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**)		**4.**	**Construction Strategies (In Addition to Elements Identified on Item B)**	
☑	Brochures & Mailers	$4,000	☐	Two-way Traffic On One Side	
☑	Press Release/Media Alerts	$28,000	☐	Reversible Lanes	
☐	Paid Advertisements		☑	Ramp Closure	$0
☐	Public Information Center/Kiosks		☑	Night Work	$0
☐	Telephone Hotline		☐	Extended Weekend Work	
☑	Planned Lane Closure Website	$0	☐	Ped/Bicycle Access Improvements	
☐	Project Website		☐	Maintain Business Access	
☐	Pubic Meetings		☐	C + T Bidding	
☑	Freight Travel Information	$0	☐	Innovative Construction Techniques	
			☑	Coordination w/ Adj. Construction Site	$0
2.	**Motorist Information Strategies**		☐	Speed Limit Reduction	
☑	Traffic Radio Announcements	$0	☐	Traffic Screens	
☐	Fixed CMS				
☑	Portable CMS (BEES #**128650**)	$98,000	**5.**	**Demand Management**	
☐	Temporary Motorist Information Signs		☐	HOV Lane/Ramps	
☐	Ground Mounted Signs (Detour)		☐	Variable Work Hours	
☐	Dynamic Speed Message Sign		☐	Telecommuting	
☐	Highway Advisory Radio		☐	Truck/Heavy Vehicle Restrictions	
☑	CT Hwy Infom. Network (CHIN)	$0	☐	Rideshare Promotions	
			☐	Ramp Metering	
3.	**Incident Management**		☐	Transit Incentives	
☑	Transportation Management Center	$0	☐	Shuttle Services	
☐	Traffic Management Team (TMT)		☐	Ridesharing/Carpooling Incentives	
☐	Intelligent Transportation Systems		☐	Park & Ride Promotion	
☐	Traff. Surveillance (Loop & CCTV)				
☐	Helicopter Surveillance		**6.**	**Alternative Route Strategies**	
☐	Tow/Freeway		☐	Off-site Detours/Use of Alt. Rtes	
☑	COZEEP (BEES #**066062**)	$720,000	☐	Signal Timing/Coord. Improvements	
			☐	Temporary Traffic Signals	
4.	**Construction Strategies (In Addition to Elements Identified on Item B)**		☐	Signal Retiming	
			☐	Street/Intersection Improvements	
☑	Lane Requirement Chart	$0	☐	Turn Restrictions	
☑	Construction Staging	$0	☐	Parking Restrictions	
☑	Traffic Handling Plans	$0			
☑	Full Facility Closures	$0			
☑	Local Road Closures	$0	**7.**	**Other Considerations**	
☐	Lane Modifications		☐	Application of New Technologies	
☐	One-Way Reversing Operation		☐	Other	
				TOTAL ESTIMATED COST OF TMP	**$850,000**

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 or if changes are required during construction to respond to excessive levels of congestion.
*The estimated cost will depend on the Design Engineer's and Office of Traffic Design's Estimate.

PREPARED BY:	**OFFICE OF TRAFFIC OPERATIONS**	**DATE:**
Brinder Bassi		January 4, 2023

ATTACHMENT K

Risk Register for 06-0P910/0612000307, MAD 99/233 Chowchilla Interchange Improvement

Form v3.2 last modified 07/10/2018 CB

Risk Checkpoint:	PA&ED
Date:	7/20/2023
Project Nickname:	MAD 99/233 Chowchilla Interchange Improvement
EA:	06-0P910/0612000307
Co-Rt, Post Miles:	MAD-99-26.3/26.8
Project Manager:	Mike Day
FY & Program (SHOPP or STIP):	24/25
Total Costs (Capital & Support):	$32,400k
RTL Target:	4/2/2026

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 (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost $k	Schedule (Days)
Active	1	Threat	Environmental	VMT	As a result of not being able to identify mitigation options that would fully mitigate for induced VMT, then an EIR would be required, which would lead to a delay and not meet target M200.	We are working with Madera County and City of Chowchilla Transit to identify potential projects to mitigate the projected induced VMT, the assumption is we will be able to fully mitigate.	Difficulty finding mitigation opportunities or difficulty getting approval from HQ Sustainability on proposed mitigation.	3-Moderate (31-50%)	2 - Low (<$700000k)	6	Mitigate	Will work with local transit agency to identify possibly project to mitigate induced VMT, if unable to fully mitigate impacts then we will prepare a Statement of Overriding Considerations and EIR.	Generalist	4/6/2023	0-PA&ED Sup		O ML P	O ML P
								40%	8 - High (3-6 months)	24								
Active	2	Threat	Environmental	Air Quality Conformity	As a result of RTP/FTIP not being updated to be consistent with current project description, then we may not be able to receive Air Quality Conformity concurrence, which would delay signed Categorical Exclusion and delay PA&ED.	The assumption is that the RTP/FTIP will be updated this winter.	The RTP/FTIP cannot be updated to reflect the combined phases	3-Moderate (31-50%)	2 - Low (<$700000k)	6	Mitigate	Meeting with City of Chowchilla and Madera MCTC to discuss when the RTP/FTIP will be updated.	Generalist	4/6/2023	0-PA&ED Sup		O ML P	O ML P
								40%	8 - High (3-6 months)	24					0-PA&ED Sup		O ML P	O ML P
Active	3	Threat	Environmental	Air Quality	As a result of the project being POAQC a notice will need to be publicly circulated. If the IS has already been circulated a separate circulation of 30 days may be needed which would delay PA&ED.	The assumption is that this project is not a POAQC.	Traffic volumes	1-Very Low (1-10%)	1 - Very Low (Insignificant)	1	Accept	Meeting with Air Quality to discuss whether this project is likely to be a POAQC.	Air Quality/Design	4/6/2023	0-PA&ED Sup		O ML P	O ML P
								5%	1 - Very Low (Insignificant)	1					1-PS&E Sup		O ML P	O ML P
Active	4	Threat	Environmental	Cultural Material Discovery	As a result of finding cultural materials during the construction monitoring, may lead to halt in construction, which would cause delay in completing construction.	No cultural materials are found during construction.	Cultural materials discovered during construction monitoring.	2-Low (11-30%)	2 - Low (<$700000k)	4	Accept	All earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.	Cultural	4/6/2023	4-Con Cap		O ML P	O ML P
								20%	4 - Moderate (1-3 months)	8								
Active	5	Threat	Environmental	Biology- Swallows	As a result of finding swallows and have gotten through the exclusionary device, the halting of construction may occur, which would lead to delay in construction .	No swallows are found to have gotten through the exclusionary device.	Swallows are discovered on bridge during construction.	2-Low (11-30%)	2 - Low (<$700000k)	4	Accept	Schedule bridge work outside the nesting season and/or provide exclusionary devices with adequate monitoring to ensure devices are not breached.	Biology	4/6/2023	4-Con Cap		O ML P	O ML P
								20%	8 - High (3-6 months)	16								
Active	6	Threat	Environmental	Biology- Nesting Raptors	As a result of finding nesting raptors, the halting of construction may occur, which would lead to delay in construction .	Raptors are know to nest in the area.	A raptor or other avian species nest is discovered during construction.	3-Moderate (31-50%)	2 - Low (<$700000k)	6	Accept	Remove trees that must be removed outside the nesting season. Conduct raptor surveys early in the nesting season to determine need for monitoring. Set aside funding for monitoring. Caltrans biologist would be consulted to monitor the nest until all young have fledged and are no longer reliant upon the nest or parental care for survival.	Biology	6/16/2023	4-Con Cap		O ML P	O ML P
								40%	8 - High (3-6 months)	24								
Active	7	Threat	Environmental	Biology	As a result of insufficient notice time given to Environmental before construction begins, preconstruction surveys may occur not at the scheduled time resulting in construction delays.	Sufficient notice will be given to Environmental before construction begins to allow for preconstruction surveys.	Environmental is notified of construction start date later than what is identified in the Environmental Commitments Record.	1-Very Low (1-10%)	2 - Low (<$700000k)	2	Accept	Environmental Construction Liaison (ECL) will communicate with Construction and the Environmental team to ensure proper notice is given.	ECL/ Environmental/ Construction	4/6/2023	4-Con Cap		O ML P	O ML P
								5%	4 - Moderate (1-3 months)	4								
Active	8	Threat	Environmental	Paleontology	As a result of Paleontological resources found during construction, recovery efforts may occur, which would lead to delay for construction completion.	Paleontological resources are not found during construction.	Unearthing artifacts during excavation.	2-Low (11-30%)	2 - Low (<$700000k)	4	Accept	Paleontologist will be consulted.	Paleontologist	4/6/2023	4-Con Cap		O ML P	O ML P
								20%	8 - High (3-6 months)	16								

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 (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost $k	Schedule (Days)
Active	9	Threat	Environmental	Incidental Take Permit	As a result a nesting Swainson's hawk is within 500 feet of the work area and work must occur during the nesting season, the need for an Incidental Take Permit from CDFW may occur, which would lead to increase project cost and schedule.	No Swainson's hawk will be nesting within 500 feet of the work area.	Nesting Swainson's hawk is observed within 500 feet of the work area.	2-Low (11-30%)	4 - Moderate ($700000k - $1398600k)	8	Accept	If Swainson's hawk nest is within 500 feet of the work area and the buffer cannot be enforced, an Incidental Take Permit will be applied for.	Biology	4/6/2023				
								20%	8 - High (3-6 months)	16								
Active	10	Threat	Environmental	DED Circulation	As a result of the DPR not being signed in time the DED scheduled 30 day circulation period,may be delayed which would lead to not meeting PAED and not meeting fiscal year.	DPR review period to be shortened.	DPR review period not shortened	3-Moderate (31-50%)	8 - High ($3130k - $6260k)	24	Avoid	IF DPR review period is not shortened, DED 30 day circulation period delayed, and will not meet the scheduled PA&ED date and fiscal year.	Environmental	4/6/2023				
								40%	8 - High (3-6 months)	24								
Active	11	Threat	Right of Way	Utilities	As a result of utilitiy relocations required, there will be utility agreements and relocation plans that must be completed, which may impact cost and schedule.	Utility Relocations are required.	Utility Verification maps are delayed.	2-Low (11-30%)	2 - Low (<$1565k)	4	Accept	Begin coordination with utility companies as soon as possibloe to allow enough time for conflicts to be identified and relocation plans to be finalized.	Right of Way Utilities	6/15/2023				
								20%	2 - Low (<1 month)	4								
Active	12	Threat	Right of Way	Landlocked Property SE of Interchange	As a result of a need for a basin, a property SE of the interchange may be landlocked, which would lead to a poetential full acquisition of the property.	The property will require a full acquisition.	Eliminating access to the property.	3-Moderate (31-50%)	1 - Very Low (Insignificant)	3	Avoid	Review the design to see if access could be provided, if not, then prioritize the parcel so that discussions can begin with the property owner.	Right of Way	4/4/2023				
								40%	4 - Moderate (1-3 months)	12								
Active	13	Threat	Right of Way	Railroad Impacts	As a result of stage construction occuring near a railroad, coordination with the railroad may be needed, which may lead to requiring changes to the signal or other measures taken during construction.	A preliminary Engineering Agreement will be required.	The close proximity to the railroad.	1-Very Low (1-10%)	1 - Very Low (Insignificant)	1	Accept	Begin coordination with the railroad as soon as possible and prioritize the railroad design area to allow enough time for agreements and plans to be finalized.	Right of Way Utilities	4/4/2023				
								5%	1 - Very Low (Insignificant)	1								
Active	15	Threat	Design	Utility Relocation During Construction	As a result of utility relocations delays during construction could occur, which would lead to a delay during construction.	Utility Relocations are required during construction.	Utility companies are not cooperative.	2-Low (11-30%)	2 - Low (<$1565k)	4	Accept	Communicate with Right of Way Utilities an upper management.	Design	4/6/2023				
								20%	4 - Moderate (1-3 months)	8								
Active	16	Threat	Design	Economic Impacts to Businesses	As a result of the new roundabouts not allowing certain left and right turn movements into driveways, this could lead to stakeholders not approving of the project	We are waiting on public feedback.	Hearing negative responses	2-Low (11-30%)	2 - Low (<$1565k)	4	Accept	Make sure that the public understands the project.	Design/Environmental	4/6/2023				
								20%	4 - Moderate (1-3 months)	8								
Active	17	Threat	Design	Construction Window for Ash Slough	As a result of the widening on the Ash Slough Br, construction may be limited to certain work window within the slough, which would impact the construction schedule.	We are waiting on confirmation from enviromental on the work windows.	Restricted work window from enviromental	3-Moderate (31-50%)	2 - Low (<$1565k)	6	Accept	Work with Construction to determine order of work.	Design	4/6/2023				
								40%	2 - Low (<1 month)	6								
Active	18	Threat	Design	Negative view on roundabouts from the public	As a result of past public response to roundabouts, the public may have a negative view on roundabouts, which would lead to public outreach//education on roundabouts or a complete rejection of this alternative.	We are waiting on public feedback.	Hearing negative responses	3-Moderate (31-50%)	2 - Low (<$1565k)	6	Accept	Educate the public about the benefits of roundabouts.	Design	4/6/2023				
								40%	4 - Moderate (1-3 months)	12								

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 (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Calculated Contingency	Support (hours) Capital Cost $k	Schedule (Days)
Active	19	Threat	Design	Non Standard Existing Vertical Clearance	As a result of Design Standard Decision Document coordination, it is found that a vertical clearance exception will not be approved at the existing Route 233/99 Connector (41-0055E), which would result in a scope, cost and schedule change.	A DSDD will be approved for the substandard vertical clearance at the existing Route 233/99 Connector.	DSDD not supported by D6 management and/or HQ.	2-Low (11-30%) 20%	4 - Moderate ($1565k - $3126.87k) 8 - High (3-6 months)	8 16	Accept	Work with the PDT.	Design	4/6/2023				
Active	20	Threat	Structure Design	Ash Slough Bridge	A detailed Advance Planning Study was not developed for the proposed partial length widening of Ash Slough Bridge (41-0045L). As a result of further study during the design phase, it is found that seismic mitigation, scour mitigation and/or additional bridge preventative maintenance work will be required, which would result in an increase in the support and construction cost.	No additional seismic mitigation, scour mitigation or bridge maintenance work is required at Ash Slough.	Design phase analysis and coordination with DES and SM&I functional units	3-Moderate (31-50%) 40%	4 - Moderate ($1565k - $3126.87k) 8 - High (3-6 months)	12 24	Accept	Perform detailed seismic analysis and coordinate scour mitigation and bridge maintenance needs with the appropriate DES and SM&I functions early in the design phase to determine the appropriate structure scope and cost. District to initiate PCR process, if needed, to address scope, cost and/or schedule changes.	Structure Design	4/4/2023				
Active	21	Threat	Structure Design	Exist Route 233/99 Connector	A detailed Advance Planning Study was not developed for the proposed widening / modification of the existing Route 233/99 Connector (41-0055E). As a result of further study during the design phase, it is found that the proposed symmetrical modification / widening to standard width will result in reduction in the existing structure's load rating designation, which would not be allowed resulting in the need for a scope change.	The proposed widening / modification at the existing Route 99/233 Connector will not result in a reduced load rating designation.	Design phase load rating analysis	3-Moderate (31-50%) 40%	4 - Moderate ($1565k - $3126.87k) 8 - High (3-6 months)	12 24	Accept	Perform detailed load rating analysis early in the design phase to determine the appropriate structure scope and cost. District to initiate PCR process, if needed, to address scope, cost and/or schedule changes.	Structure Design	4/4/2023				
Active	22	Threat	Structure Design	New WB Route 233/99 Connector	A detailed Advance Planning Study was not developed for the proposed new Route 233/99 Connector (41-TBD). As a result a result of a more detailed design phase analysis, it is found that additional bridge length and/or alternative foundation types will be necessary, which could result in an increase in the support and construction cost.	The new bridge will be 49'-11" wide, 240' long on parallel offset alignment with two equal spans of 120' consisting of either a CIP/PS box girder or PC/PT WF girders founded on standard driven concrete pile foundations.	Design phase General Plan development (M275)	3-Moderate (31-50%) 40%	4 - Moderate ($1565k - $3126.87k) 4 - Moderate (1-3 months)	12 12	Accept	Develop detailed General Plan scope and cost estimate based on district's Bridge Site Data Submittal early in design phase. District to initiate PCR process, if needed, to address scope, cost and/or schedule changes.	Structure Design	4/4/2023				