



CITY *of* CLOVIS

AGENDA • CITY COUNCIL MEETING

Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559) 324-2060
www.cityofclovis.com

March 4, 2025

6:00 PM

Council Chamber

In compliance with the Americans with Disabilities Act, if you need special assistance to access the City Council Chamber to participate at this meeting, please contact the City Clerk or General Services Director at (559) 324-2060 (TTY – 711). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the Council Chamber.

The Clovis City Council meetings are open to the public at the physical address listed above. There are numerous ways to participate in the City Council meetings: you are able to attend in person; you may submit written comments as described below; and you may view the meeting which is webcast and accessed at www.cityofclovis.com/agendas.

Written Comments

- Members of the public are encouraged to submit written comments at: www.cityofclovis.com/agendas at least two (2) hours before the meeting (4:00 p.m.). You will be prompted to provide:

- Council Meeting Date
- Item Number
- Name
- Email
- Comment



- Please submit a separate form for each item you are commenting on.
- A copy of your written comment will be provided to the City Council noting the item number. If you wish to make a verbal comment, please see instructions below.
- Please be aware that any written comments received that do not specify a particular agenda item will be marked for the general public comment portion of the agenda.
- If a written comment is received after 4:00 p.m. on the day of the meeting, efforts will be made to provide the comment to the City Council during the meeting. However, staff cannot guarantee that written comments received after 4:00 p.m. will be provided to City Council during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

CAMPAIGN CONTRIBUTION PROHIBITIONS AND MANDATORY DISCLOSURE – Pursuant to Government Code section 84308, a Councilmember shall not accept, solicit, or direct a campaign contribution of more than \$500 from any party or their agent, or from any participant or their agent, while a proceeding involving a license, permit, contract, or other entitlement for use is pending before the City or for 12 months after a final decision is rendered in that proceeding. Any Councilmember who has received a campaign contribution of more than \$500 within the preceding 12 months from a party or their agent, or from a participant or their agent, must disclose that fact on the record of the proceeding and shall not make, participate in making, or in any way attempt to use their official position to influence the decision.

Pursuant to Government Code section 84308, subdivision (e), any party to a covered proceeding before the City Council is required to disclose on the record of the proceeding any campaign contribution, including aggregated contributions, of more than \$500 made within the preceding 12 months by the party or their agent to any Councilmember. The disclosure shall be made as required by Government Code Section 84308, subdivision (e)(1) and California Code of Regulations, Title 2, section 18438.8. No party or their agent, and no participant or their agent, shall make a campaign contribution of more than \$500 to any Councilmember during the covered proceeding or for 12 months after a final decision is made in that proceeding. The foregoing statements do not constitute legal advice, and parties and participants are urged to consult with their own legal counsel regarding the applicable requirements of the law.

CALL TO ORDER

FLAG SALUTE - Councilmember Bessinger

ROLL CALL

PRESENTATIONS/PROCLAMATIONS

1. Presentation of Proclamation Declaring March 7, 2025, as Arbor Day.
2. Presentation of Proclamation Honoring the Liberta Family for Owning and Operating Luna's Pizzeria and Italian Restaurant for over 50 Years in Old Town Clovis.

PUBLIC HEARING – Item to be heard at 6:05 p.m.

3. Consider various actions related to the Fifth Public Hearing on the City's Transition to District-Based Elections:
 - a. Review Draft District Maps, Select Final Map, and Determine Election Sequence.
 - b. Consider Introduction – Ord. 25____, An Ordinance of the City Council of the City of Clovis Adding Chapter 1.10 to Title 1 of the Clovis Municipal Code to Establish By-District Elections for Five Council Members, Define District Boundaries, and Schedule the Order of Elections for Each District.

Staff: Briana Parra, City Clerk

Recommendation: Provide Direction / Approve

PUBLIC COMMENTS - This is an opportunity for the members of the public to address the City Council on any matter within the City Council's jurisdiction that is not listed on the Agenda. In order for everyone to be heard, please limit your comments to 3 minutes or less, or 10 minutes per topic. Anyone wishing to be placed on the Agenda for a specific topic should contact the City Manager's office and submit correspondence at least 10 days before the desired date of appearance.

CONSENT CALENDAR - Items considered routine in nature are to be placed upon the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Councilmember requests individual consideration. A Councilmember's vote in favor of the Consent Calendar is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of adoption of the Consent Calendar are deemed to include a motion to waive the reading of any ordinance or resolution on the Consent Calendar. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered Consent items.

- [4.](#) Administration - Approval - Minutes from the February 18, 2025, Regular Council Meeting, and the February 24, 2025, Special Council Meeting.
- [5.](#) Administration – Approval – Res. 25-____, Approving an application in the amount of \$1,500,000 to the California State Department of Housing and Community Development for funding under the CalHome Program; and Authorizing the City Manager, or designee, to sign the application, execute the Standard Agreement, any Amendments, and any related documents thereto, if selected for funding, as may be necessary to participate in the CalHome Program as identified in the 2024 Homeownership Super Notice of Funding Availability dated December 12, 2024.
- [6.](#) General Services – Approval - Res. 25-____, Adopting Amendments to the Deputy City Engineer Salary Schedule.
- [7.](#) General Services – Approval – Res. 25-____, Amending the City's FY 2024-2025 Position Allocation Plan by adding three (3) Police Officer/Recruits, one (1) Animal Control Officer, one (1) Community Service Officer, and one (1) Police Records Specialist I position within the Police Department.

ADMINISTRATIVE ITEMS - Administrative Items are matters on the regular City Council Agenda other than Public Hearings.

- [8.](#) Workshop - Community Facilities District (CFD) for maintenance and operation services.

Staff: Paul Armendariz, Interim Assistant City Manager

Recommendation: Provide Direction

- [9.](#) Provide Direction – Discussion and guidance on defining the criteria and establishing the Measure Y Oversight Committee.

Staff: Briana Parra, City Clerk

Recommendation: Provide Direction

10. Consider various actions associated with CIP 16-19, the State Route 168/Enterprise Canal Pedestrian Bridge Project, east of Temperance Avenue and south of Owens Mountain Parkway.

a. Consider Approval - Res. 25-__, A resolution of the City Council adopting an environmental finding of a negative declaration as a responsible agency under CEQA Guidelines Section 15381.

b. Consider Approval - A request for the City Council to approve the completed Phase 1 of the project consisting of preliminary design, architectural aesthetics evaluation study, preliminary geotechnical investigation, environmental clearance, and community outreach meetings.

c. Consider Approval – A request for the City Council to approve terminating Phase 2 of the project consisting of right of way acquisition, and final design including plans, specifications, and estimate.

Staff: Fernando Copetti, Supervising Civil Engineer/Ryan Burnett, Engineering Program Manager

Recommendation: Approve

CITY MANAGER COMMENTS

COUNCIL COMMENTS

ADJOURNMENT

FUTURE MEETINGS

Regular City Council Meetings are held at 6:00 P.M. in the Council Chamber. The following are future meeting dates:

March 10, 2025 (Mon.)

March 17, 2025 (Mon.)

April 7, 2025 (Mon.)

CITY of CLOVIS

Proclamation

Declaring March 7, 2025, as Arbor Day

WHEREAS, In 1872, J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, The special day, called Arbor Day, was first observed in the State of Nebraska with the planting of more than one million trees; and

WHEREAS, Arbor Day is now observed throughout our nation and the world; and

WHEREAS, Trees provide valuable resources such as reducing erosion, lowering heating and cooling costs, moderating air temperatures, cleaning our atmosphere by sequestering carbon dioxide and producing oxygen, and by providing habitat for wildlife; and

WHEREAS, Trees are a renewable resource further providing paper products, lumber, fuel for heating, and material for many other products; and

WHEREAS, Trees in our community increase property values, enhance economic activity, and beautify our City.

NOW, THEREFORE, BE IT RESOLVED, that the Clovis City Council, on behalf of the citizens of Clovis, does hereby declare March 7, 2025, as

Arbor Day

IN WITNESS THEREOF, I hereunto set my hand and cause the official seal of the City of Clovis to be affixed this 4th day of March 2025.


Mayor

CITY of CLOVIS

Proclamation

Honoring the Liberta Family for Owning and Operating Luna's Pizzeria and Italian Restaurant for over 50 Years in Old Town Clovis

WHEREAS, Originally from Italy, Franco and Carmela Liberta were living in New York with their young family when the health of their children forced them to relocate to Clovis. With a family history of delis and pizzerias, the Libertas planned on opening their own restaurant here but were met with sharp criticism; and

WHEREAS, On opening day in 1969, with no employees and borrowed money for the groceries, Franco and Carmela Liberta opened Luna Pizzeria & Italian Restaurant in downtown Clovis. Despite warnings that their restaurant would fail, they persevered and their first day was such a success, they hired a couple of their customers on the spot to begin working that evening; and

WHEREAS, After over 50 years of ownership by the Liberta family, Luna's Pizzeria and Italian Restaurant has been sold to new owners; and

WHEREAS, Luna's is an Old Town Clovis staple with over 50 years of serving Italian food to the community, and for some local families this means four generations have dined at the restaurant; and

WHEREAS, Their banquet room has hosted hundreds of celebrations, and a stop by Luna's for a pre-football game meal has been a decades-long tradition for many families. Additionally, many Clovis locals worked their first job under Carmela Liberta's watchful eyes; and

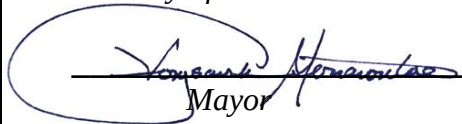
WHEREAS, Bert Liberta, who continued his parents' work, has been running the business alone since his brother David passed away late last year. He says that his work ethic comes from being a first generation child; and

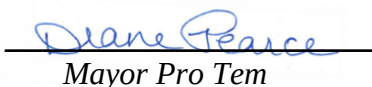
WHEREAS, Having grown up in Old Town Clovis, Bert Liberta knows how important a love for the area is to the people who shop and dine locally.

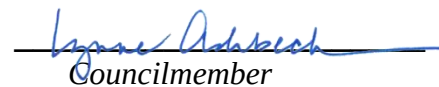
NOW, THEREFORE, BE IT RESOLVED, that the Clovis City Council, on behalf of the citizens of Clovis, does Recognize and Honor the

Liberta Family

IN WITNESS THEREOF, I hereunto set my hand and cause the official seal of the City of Clovis to be affixed this 4th day of March 2025.


Mayor


Mayor Pro Tem


Councilmember


Councilmember


Councilmember



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Administration

DATE: March 4, 2025

SUBJECT: Consider various actions related to the Fifth Public Hearing on the City's Transition to District-Based Elections:

a. Review Draft District Maps, Select Final Map, and Determine Election Sequence.

b. Consider Introduction – Ord. 25____, An Ordinance of the City Council of the City of Clovis Adding Chapter 1.10 to Title 1 of the Clovis Municipal Code to Establish By-District Elections for Five Council Members, Define District Boundaries, and Schedule the Order of Elections for Each District.

Staff: Briana Parra, City Clerk

Recommendation: Provide Direction / Approve

ATTACHMENTS:

1. NDC PowerPoint Presentation
2. Election Sequencing
3. Draft Maps
4. Public Hearing Notice
5. Draft Ordinance

RECOMMENDATION

Staff is asking the City Council to review the draft district maps created by the City's demographer and members of the public as part of the City's transition from at-large to district-based elections, select one of the proposed district maps for adoption, determine the election sequence for the selected map, and introduce an ordinance establishing by-district elections following the selection of the preferred map.

EXECUTIVE SUMMARY

In response to a demand letter received on August 26, 2024, alleging racially polarized voting in Clovis' at-large election system in violation of the California Voting Rights Act (CVRA), the City Council initiated the transition to district-based elections on October 7, 2024, through the

adoption of Resolution 24-110. The process of transitioning to elections district requires a series of public hearings, of which, to date, the City has held four.

Tonight is the fifth and final required public hearing in this process, during which, the City Council will consider a total of six draft district maps—three new maps have been added for consideration at this hearing. During this hearing, the City Council will also formally select a final district map for adoption, determine the sequence of elections associated with that map, and introduce an ordinance establishing by-district elections in the City beginning in November 2026. As with the prior map hearings, the City's demographer will present each map, including district boundaries and their compliance with federal and state law.

BACKGROUND

On August 26, 2024, the City received a demand letter from the Southwest Voter Registration Education Project (SVREP), alleging that racially polarized voting exists in Clovis' elections, violating the California Voting Rights Act (CVRA). The letter required the City to either transition to district-based elections or face a legal challenge. Despite the lack of evidence of racially polarized voting or vote dilution in the City's elections, on October 7, 2024, the Council passed Resolution 24-110, declaring its intent to transition from an at-large election system to a district-based election system. This decision was primarily made to avoid what would likely be a prohibitively costly and unfavorable legal challenge to the City's at-large elections by SVREP.

To facilitate this transition, the City engaged National Demographics Corporation (NDC), an expert demographic firm, to assist with drafting the district maps and ensuring compliance with all legal requirements. The City's transition to election districts is mostly governed by Elections Code section 10010, pursuant to which, the City Council is required to hold at least five public hearings prior to approving a final election district map and adopting an ordinance to implement district-based elections. Thus far, and as required by Elections Code section 10010, the City has held four public hearings in this process. The City has also posted all draft district maps on its dedicated webpage to encourage public participation, and engaged in extensive community outreach, including a community map drawing workshop, which was held on January 9, 2025.

Tonight is the fifth and final required public hearing in the districting process. Previously, during the January 21, 2025, public hearing, Council directed staff to proceed with only draft maps for a five-district election system, thereby abandoning the option for a four district system with an at-large elected mayor, which was previously being considered. As a result, during tonight's hearing, Council will consider a total of six draft district maps, all of which are for a five-district system. At the conclusion of the hearing, Council will formally select a final district map for adoption, determine the sequence of elections associated with that map, and introduce an ordinance amending the City's Municipal Code to establish by-district elections in the City starting with the November 2026 election.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

Tonight's hearing is a continuation of the City's process of converting to district-based elections in accordance with Resolution 24-110.

ACTIONS FOLLOWING APPROVAL

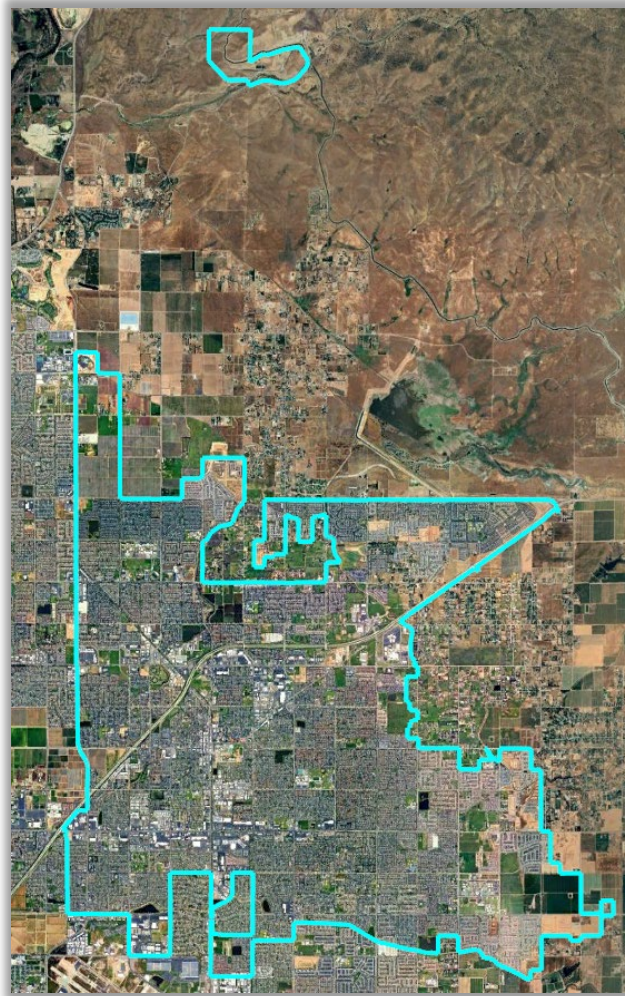
Following the City Council's selection of a district map, the next action would be for the Council to formally introduce an ordinance to implement the selected district map.

CONFLICT OF INTEREST

None.

Prepared by: Briana Parra, City Clerk

Reviewed by: City Manager AM



CITY OF CLOVIS

Draft Maps Discussion

March 4, 2025

Attachment 1

Dr. Jeff Tilton, Senior Consultant
National Demographics Corporation

Districting Process

AGENDA ITEM NO. 3.

Step	Description
Pre-draft map hearing November 18	- Held prior to release of draft maps - Education and to solicit input on the composition of districts
Pre-draft map hearing December 16	- Held prior to release of draft maps - Education and to solicit input on the composition of districts
Community Workshop January 9	- Clovis Transit Center, 6 p.m. - Learn about the process and mapping tools
Release draft maps	- Maps must be posted at least 7 days prior to hearing - Public maps must be submitted by 10 days prior to hearing
Hearing on draft maps January 21	- Discuss and revise the draft maps <i>Deadline to submissions: January 9, 5 p.m.</i>
Hearing on draft maps February 11	- Discuss and revise the draft maps <i>Deadline to submissions: January 30, 5 p.m.</i>
Selection of final map March 4	- Select final map and the election sequence; Ordinance first reading - Final map must be posted at least 7 days prior to adoption <i>Deadline to submissions: February 21, 5 p.m.</i>
Ordinance adoption March 10	Map adopted via Ordinance
Within 21 days of map adoption	Issue compliance report

Districting Rules and Goals

AGENDA ITEM NO. 3.

1. Federal Laws

Equal Population
Federal Voting Rights Act
No Racial Gerrymandering



2. California Criteria

Mandatory in prioritized order:

1. **Geographically contiguous**
2. **Avoid division of neighborhoods and “communities of interest”**
(Socio-economic geographic areas that should be kept together)
3. **Easily identifiable boundaries**
4. **Compact**
(Do not bypass one group of people to get to a more distant group of people)

2. California Prohibition

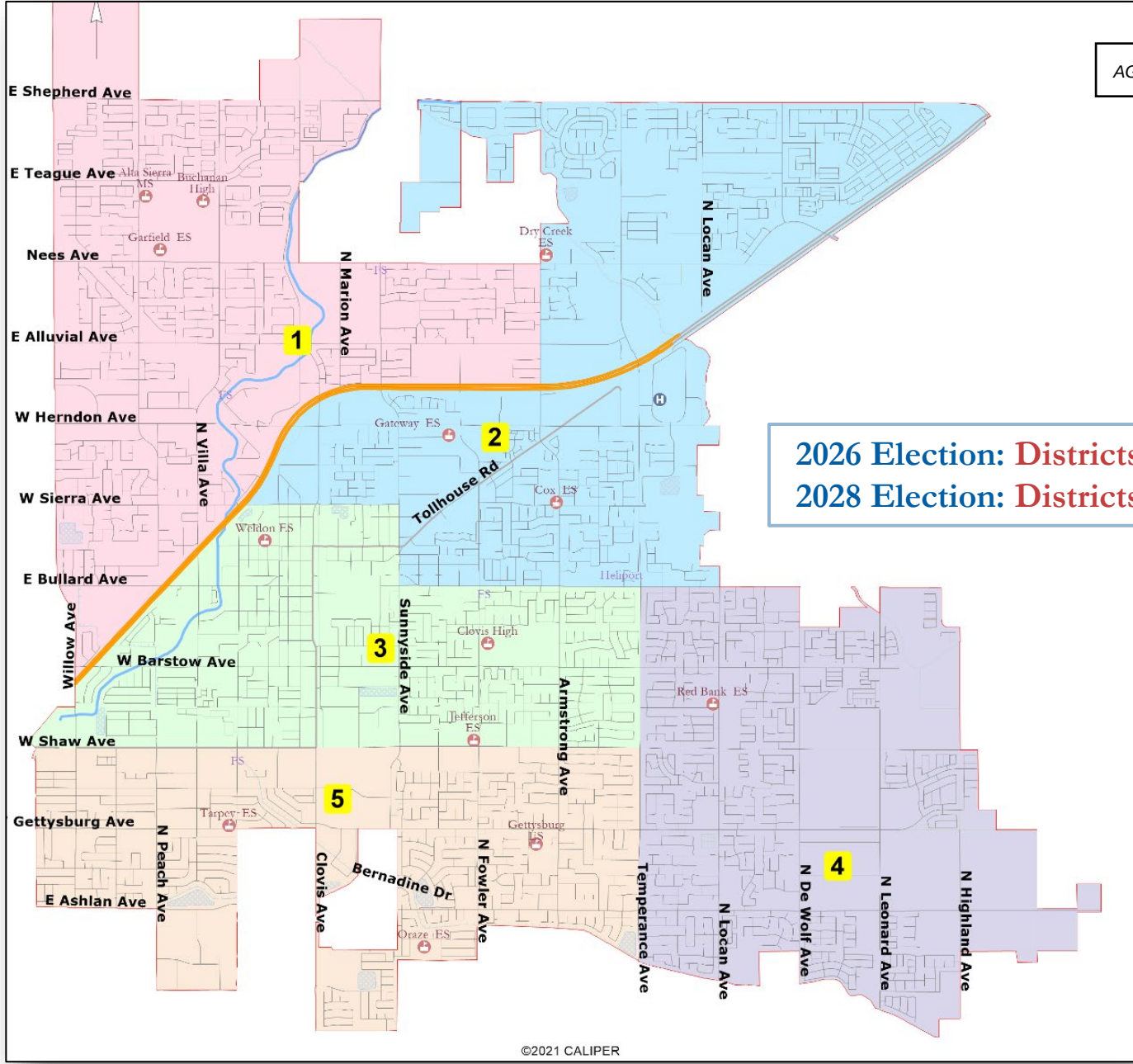
“Shall not adopt election district boundaries for the purpose of favoring or discriminating against an incumbent, political candidate, or political party.”

No other criterion may be prioritized over statutory criteria.

3. Other Traditional Redistricting Principles

Future population growth

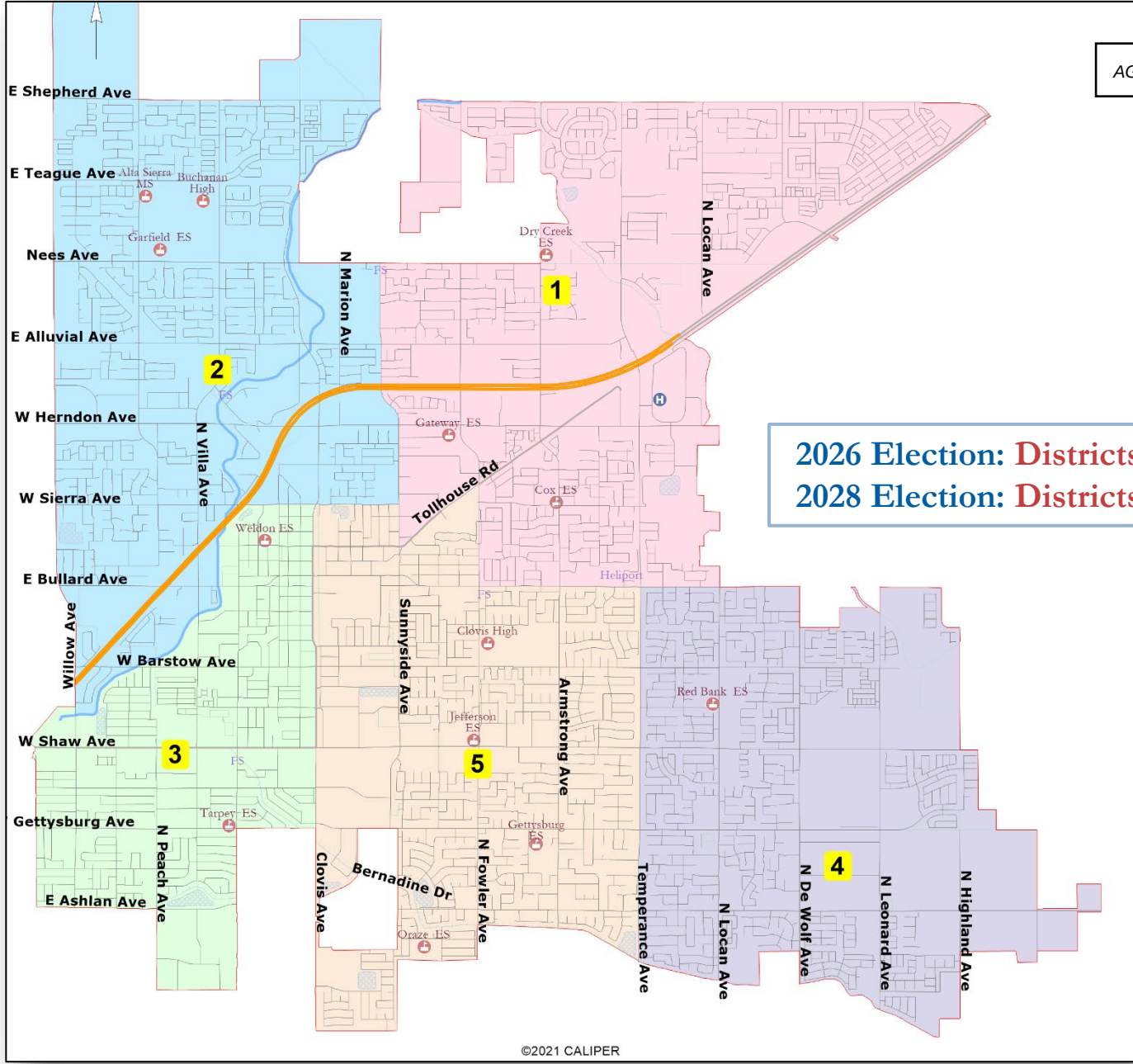
501



2026 Election: Districts 1, 2 & 3
2028 Election: Districts 4 & 5

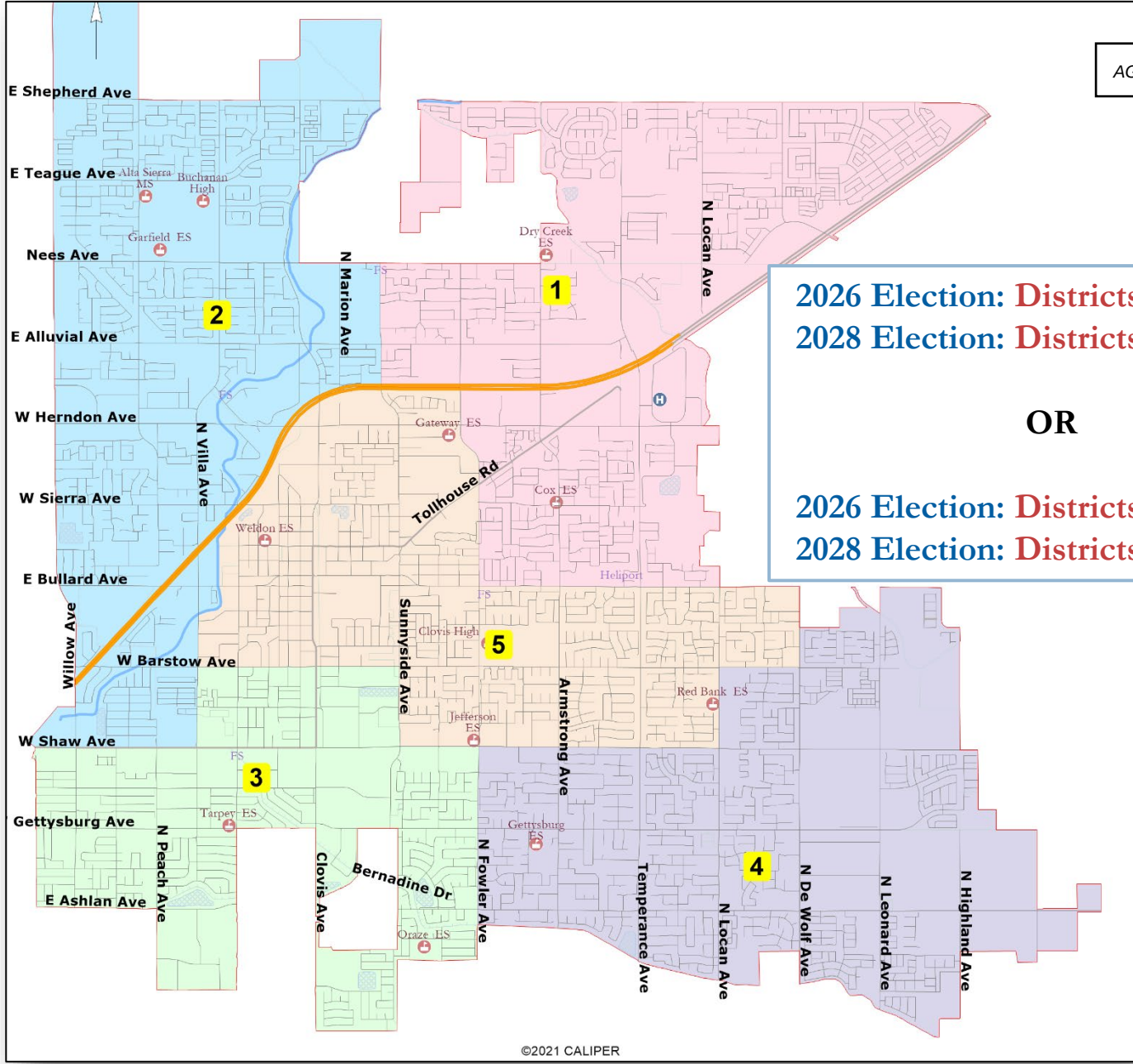
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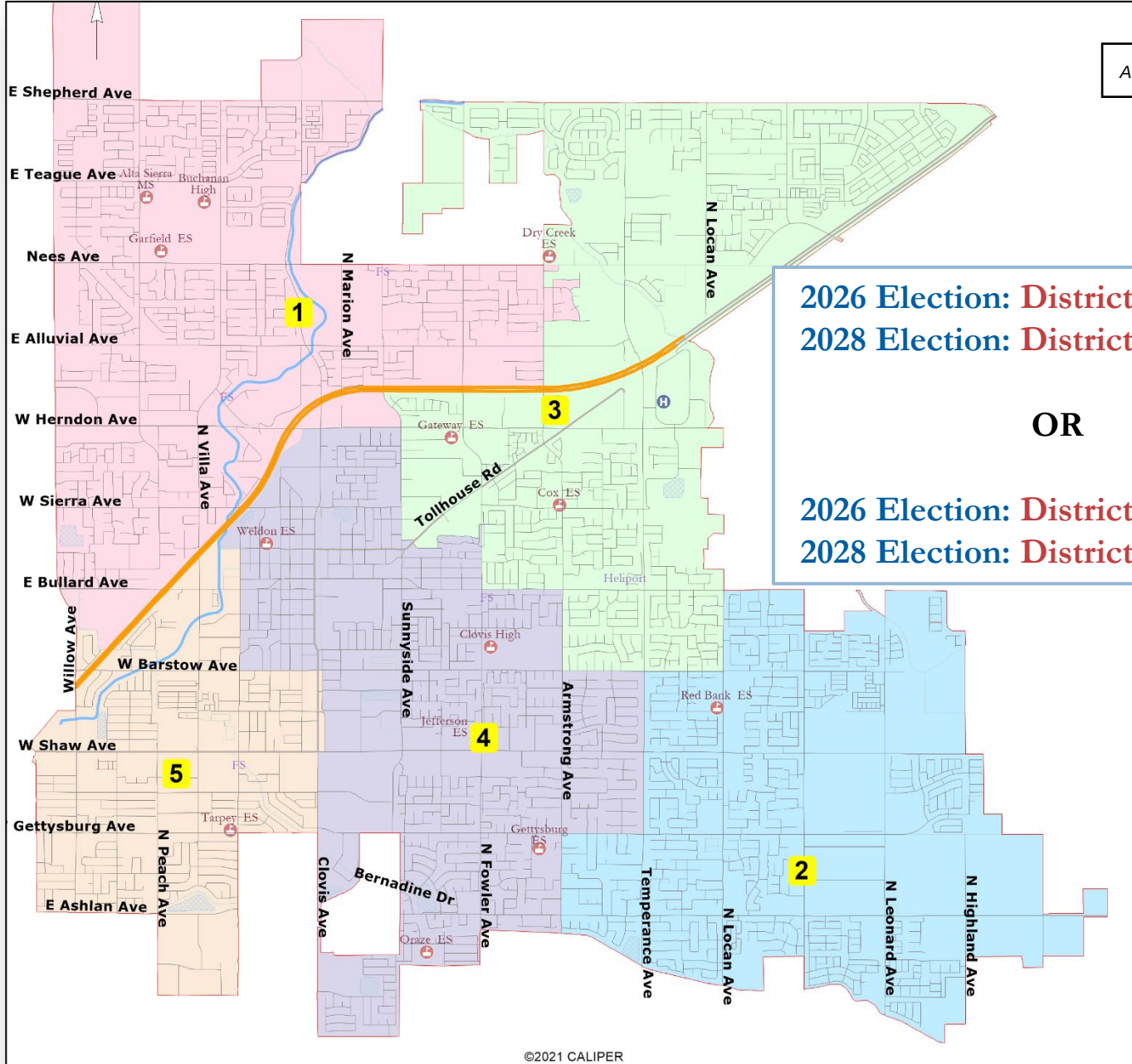


2026 Election: Districts 1, 2 & 5
2028 Election: Districts 3 & 4

OR

2026 Election: Districts 1, 2 & 3
2028 Election: Districts 4 & 5

506

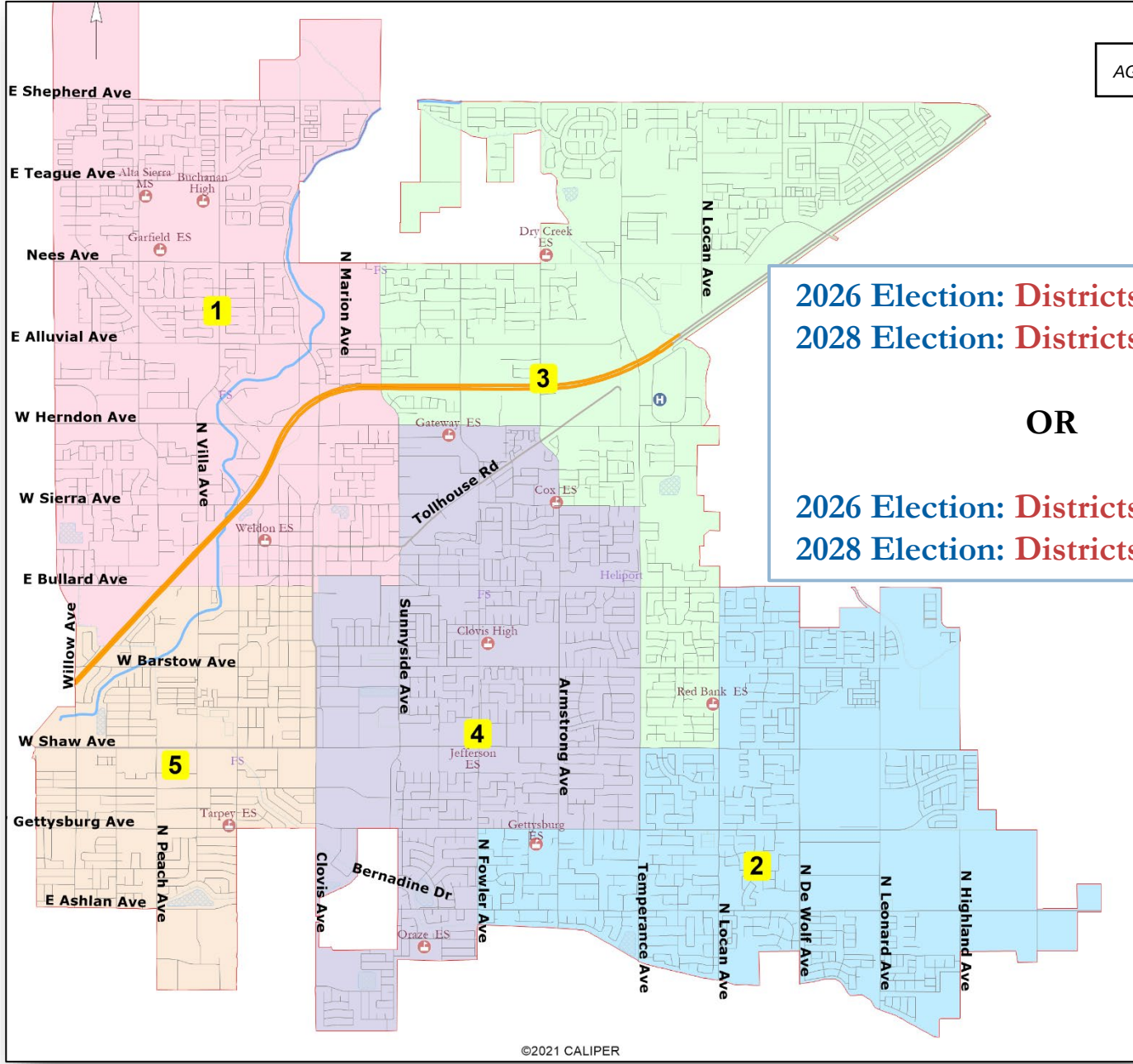


2026 Election: Districts 1, 3 & 5
2028 Election: Districts 2 & 4

OR

2026 Election: Districts 1, 3 & 4
2028 Election: Districts 2 & 5

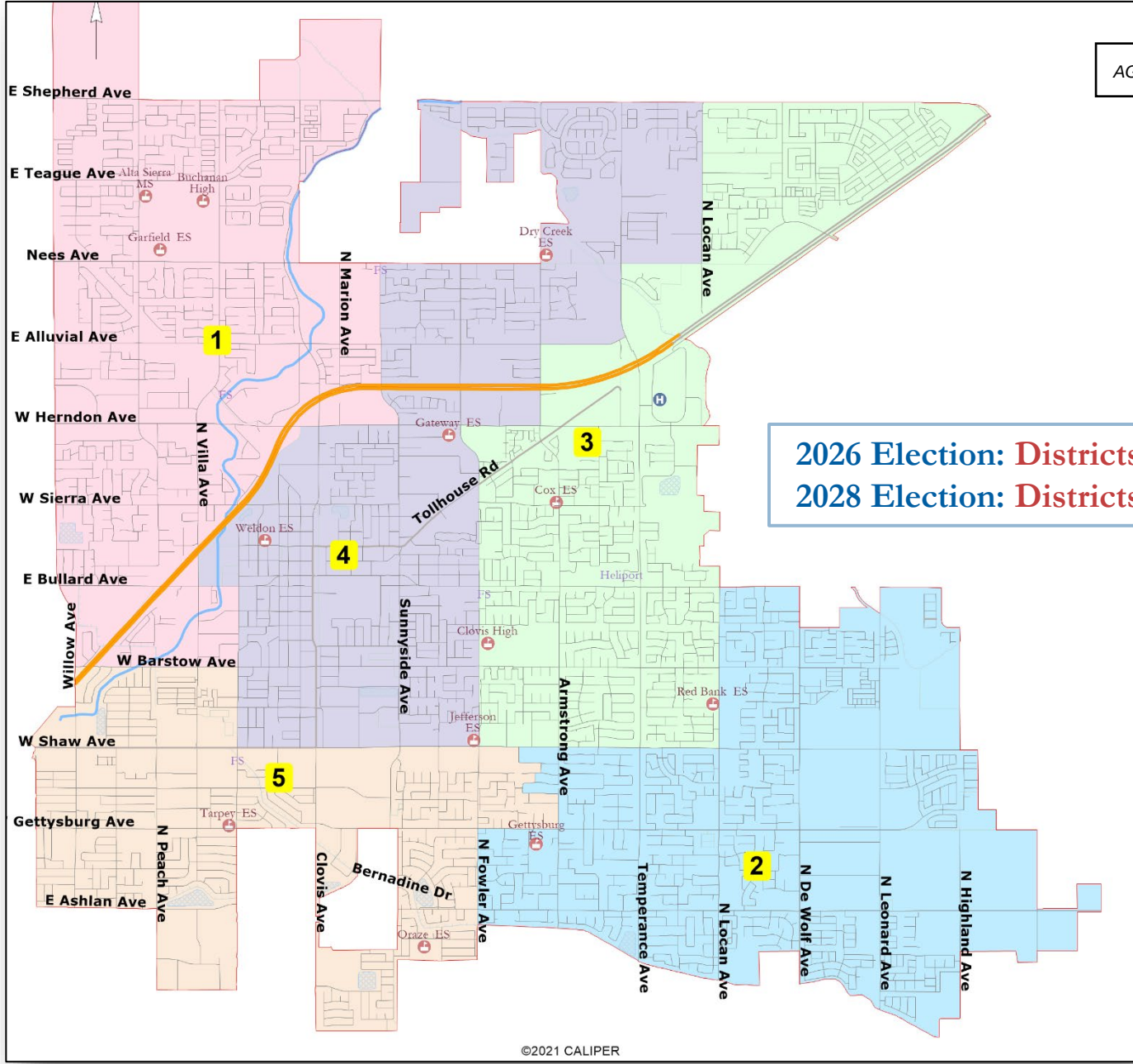
507



2026 Election: Districts 1, 3 & 5
2028 Election: Districts 2 & 4

OR

2026 Election: Districts 1, 3 & 4
2028 Election: Districts 2 & 5



2026 Election: Districts 1, 3 and 4
2028 Election: Districts 2 and 5

City of Clovis
Potential Election Sequencing Schedule

This document provides a proposed election sequencing schedule for the draft maps titled “400” Districts and “500” Districts

400 Districting, At Large Mayor (First Elected in 2026)

401:

2026 Election: Districts 1 and 2

2028 Election: Districts 3 and 4

402:

2026 Election: Districts 1 and 2

2028 Election: Districts 3 and 4

403:

2026 Election: Districts 1 and 3

2028 Election: Districts 2 and 4

405:

2026 Election: Districts 1 and 2

2028 Election: Districts 3 and 4

500 Districting

501:

2026 Election: Districts 1, 2 and 3

2028 Election: Districts 4 and 5

502:

2026 Election: Districts 1, 2 and 3

2028 Election: Districts 4 and 5

503 (Two Options):

2026 Election: Districts 1, 2 and 5

2028 Election: Districts 3 and 4

OR

2026 Election: Districts 1, 2, and 3

2028 Election: Districts 4 and 5

504 and 505 (no election sequencing as maps are noncompliant)

506 (Two Options):

2026 Election: Districts 1, 3, and 5

2028 Elections: Districts 2 and 4

OR

2026 Election: Districts 1, 3, and 4

2028 Election: Districts 2 and 5

507 (Two Options):

2026 Election: Districts 1, 3, and 5

2028 Elections: Districts 2 and 4

OR

2026 Election: Districts 1, 3, and 4

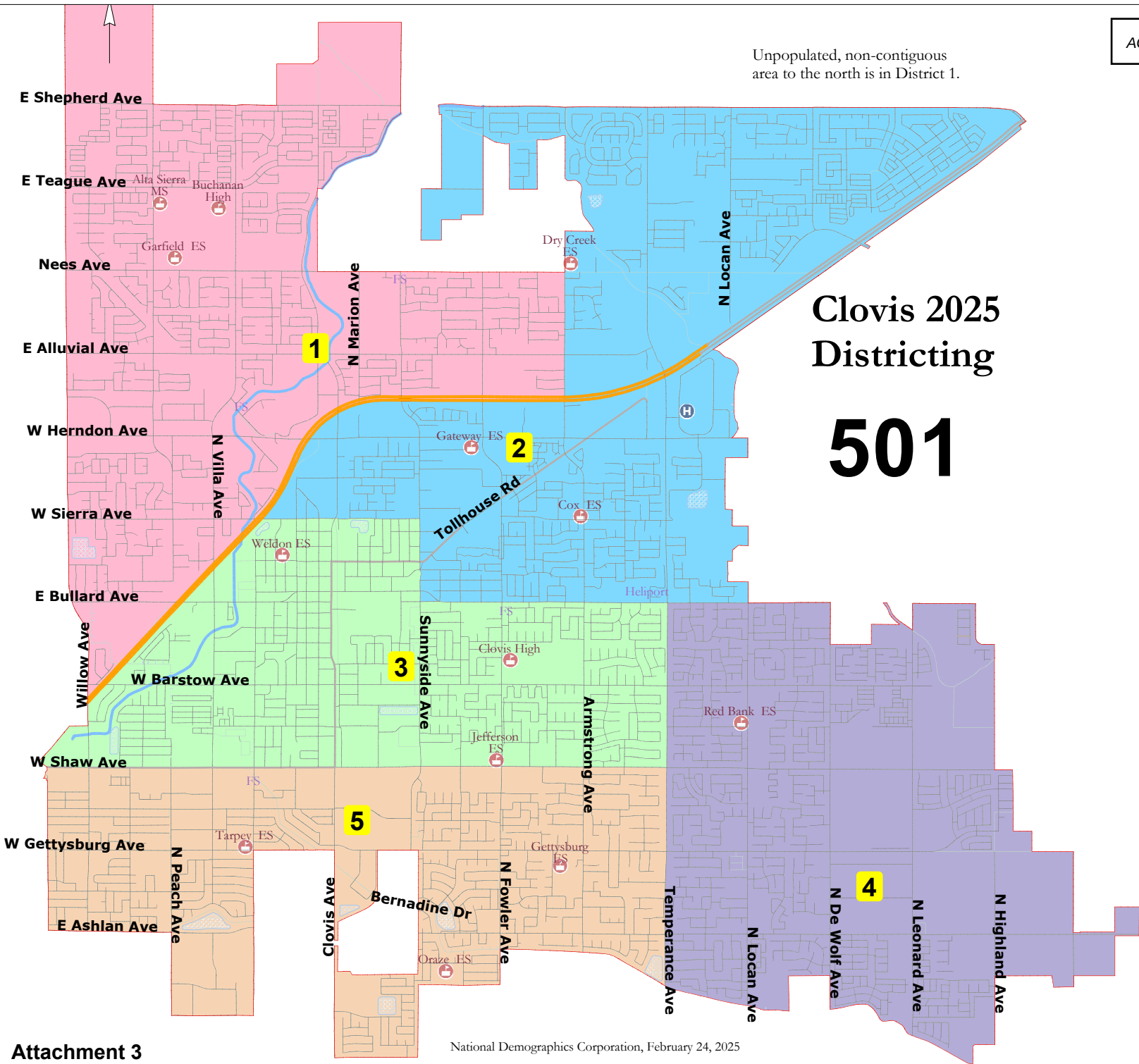
2028 Election: Districts 2 and 5

508:

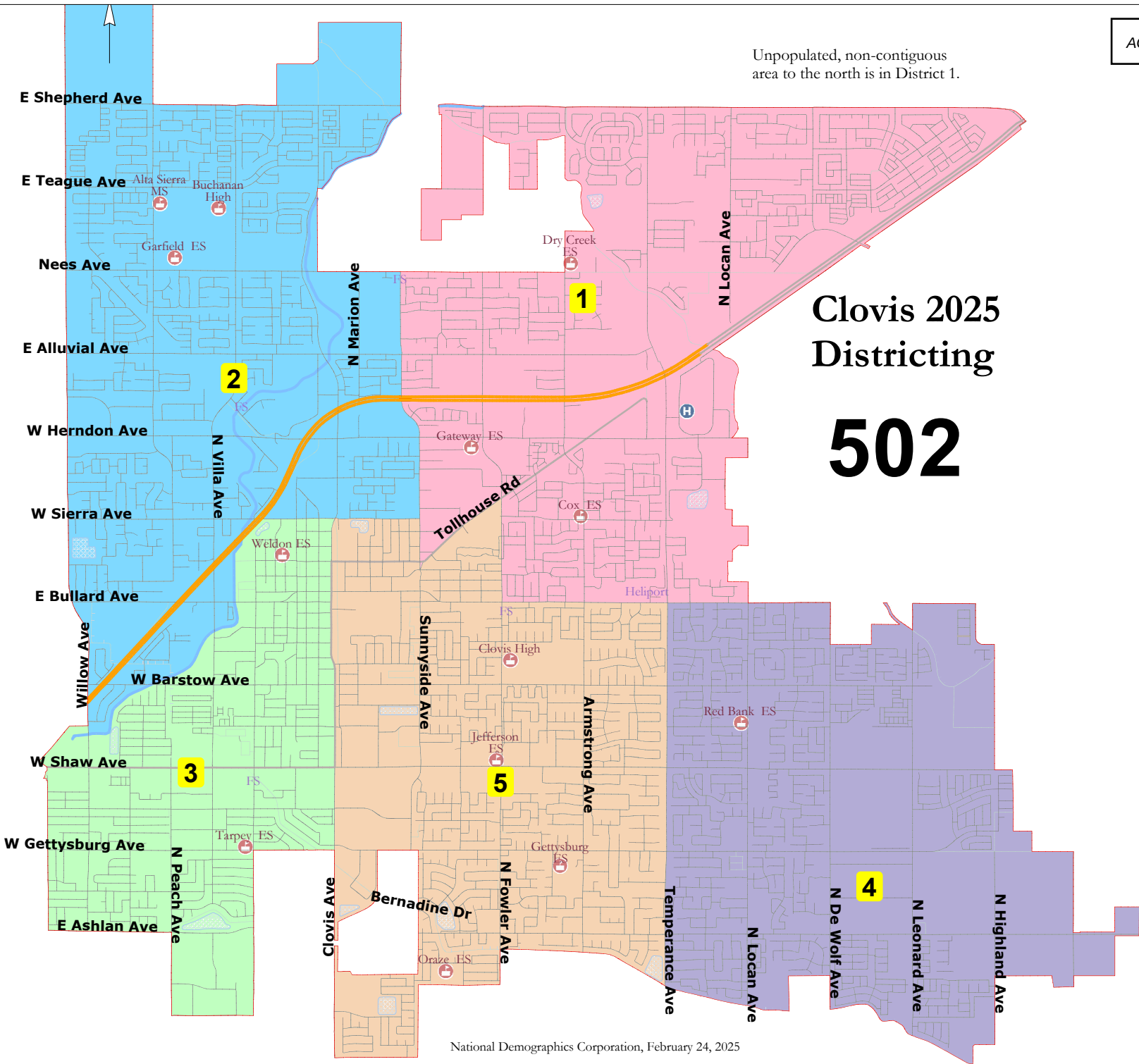
2026 Election: Districts 1, 3, and 4

2028 Elections: Districts 2 and 5

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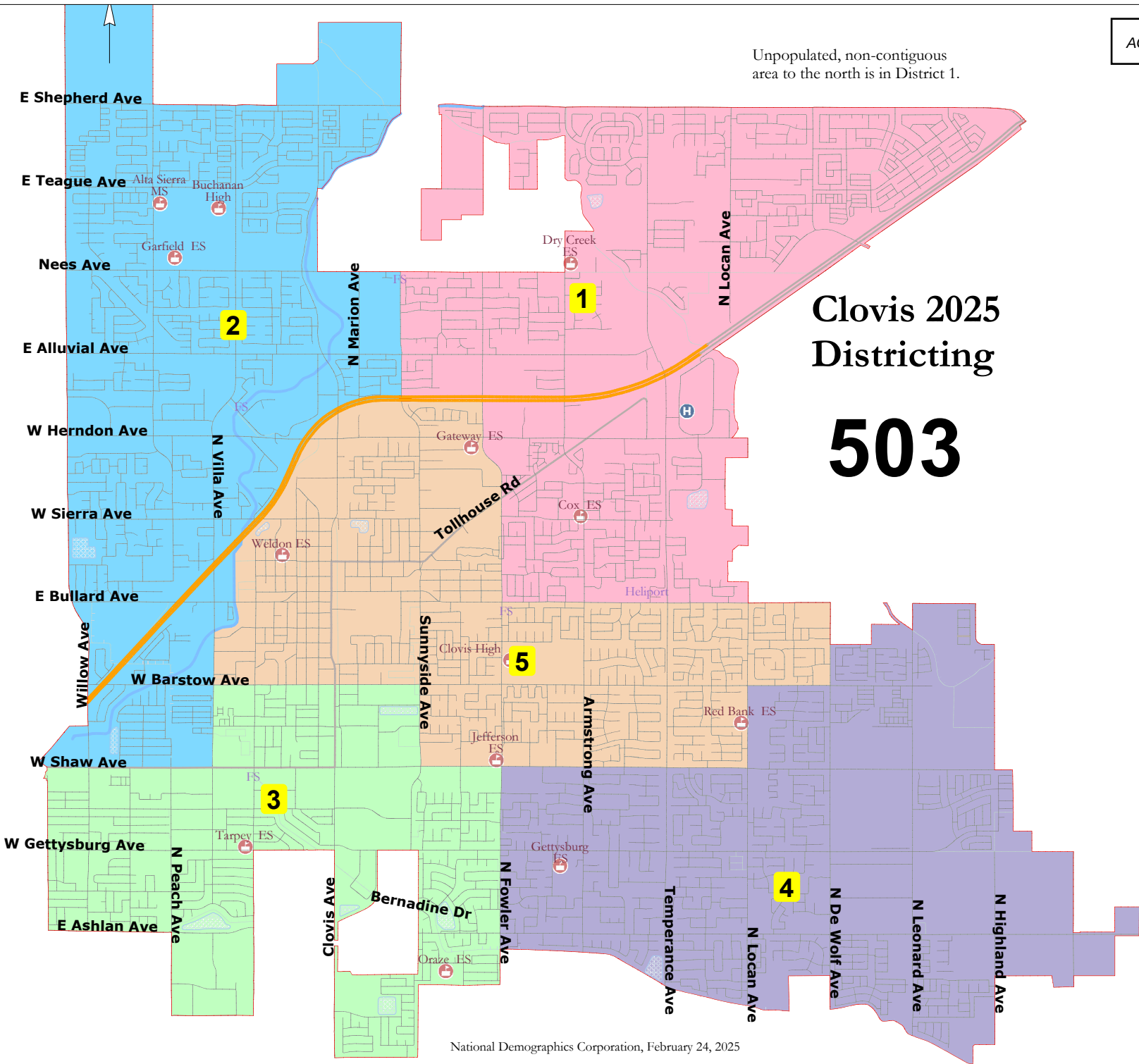
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District		1	2	3	4	5	Total
	Total Pop	23,306	23,969	23,602	24,566	25,018	120,461
	Deviation from ideal	-786	-123	-490	474	926	1,712
	% Deviation	-3.26%	-0.51%	-2.03%	1.97%	3.84%	7.11%
Total Pop	% Hisp	22.8%	25%	36%	27%	40%	31%
	% NH White	56%	54%	48%	44%	39%	48%
	% NH Black	3%	3%	3%	3%	4%	3%
	% Asian-American	14%	14%	8%	22%	12%	14%
Citizen Voting Age Pop	Total	14,832	15,896	15,716	15,873	17,273	79,591
	% Hisp	23%	20%	30%	28%	38%	28%
	% NH White	61%	65%	61%	49%	45%	56%
	% NH Black	4%	3%	3%	4%	5%	4%
	% Asian/Pac.Isl.	12%	12%	5%	18%	12%	12%
Voter Registration (Nov 2022)	Total	15,339	15,097	13,369	15,591	13,259	72,655
	% Latino est.	19%	21%	30%	27%	34%	26%
	% Spanish-Surnamed	17%	19%	27%	24%	31%	23%
	% Asian-Surnamed	6%	6%	3%	8%	4%	6%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	68%	68%	64%	58%	56%	63%
	% NH Black	5%	4%	2%	4%	5%	4%
Voter Turnout (Nov 2022)	Total	9,003	8,723	6,531	8,201	6,010	38,468
	% Latino est.	15%	17%	23%	23%	27%	20%
	% Spanish-Surnamed	14%	15%	20%	21%	24%	18%
	% Asian-Surnamed	5%	4%	2%	6%	3%	4%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	74%	74%	72%	65%	64%	70%
	% NH Black	5%	4%	2%	5%	5%	4%
Voter Turnout (Nov 2020)	Total	13,380	12,708	10,748	12,304	10,578	59,718
	% Latino est.	16%	18%	25%	23%	31%	22%
	% Spanish-Surnamed	15%	17%	24%	22%	28%	21%
	% Asian-Surnamed	5%	5%	2%	7%	4%	5%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	74%	73%	69%	67%	62%	70%
	% NH Black est.	3%	2%	3%	2%	4%	3%
ACS Pop. Est.	Total	22,346	23,869	23,149	25,698	25,452	120,514
Age	age0-19	31%	32%	27%	33%	30%	31%
	age20-60	48%	51%	52%	50%	54%	51%
	age60plus	21%	17%	21%	17%	17%	18%
Immigration	immigrants	14%	11%	11%	15%	10%	12%
	naturalized	68%	72%	43%	62%	64%	62%
Language spoken at home	english	76%	79%	75%	76%	76%	76%
	spanish	12%	10%	18%	10%	17%	13%
	asian-lang	6%	8%	5%	9%	6%	7%
	other lang	7%	4%	2%	5%	2%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	7%	5%	9%	6%	7%	7%
Education (among those age 25+)	hs-grad	49%	50%	62%	54%	65%	56%
	bachelor	27%	26%	17%	24%	18%	22%
	graduatedegree	18%	18%	8%	14%	7%	13%
Child in Household	child-under18	41%	44%	30%	49%	39%	40%
Pct of Pop. Age 16+	employed	60%	64%	59%	64%	61%	62%
Household Income	income 0-25k	6%	6%	14%	4%	16%	9%
	income 25-50k	9%	9%	27%	9%	16%	15%
	income 50-75k	11%	10%	20%	10%	19%	14%
	income 75-200k	52%	52%	34%	58%	40%	46%
	income 200k-plus	22%	23%	5%	20%	9%	15%
Housing Stats	single family	84%	90%	65%	99%	66%	80%
	multi-family	16%	10%	35%	1%	34%	20%
	rented	27%	26%	50%	12%	47%	34%
	owned	73%	74%	50%	88%	53%	66%
Total population data from the 2020 Decennial Census.							
Surname-based Voter Registration and Turnout data from the California Statewide Database.							
Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2018-2022 5-year American Community Survey and Special Tabulation data.							



Clovis 2025
Districting
502

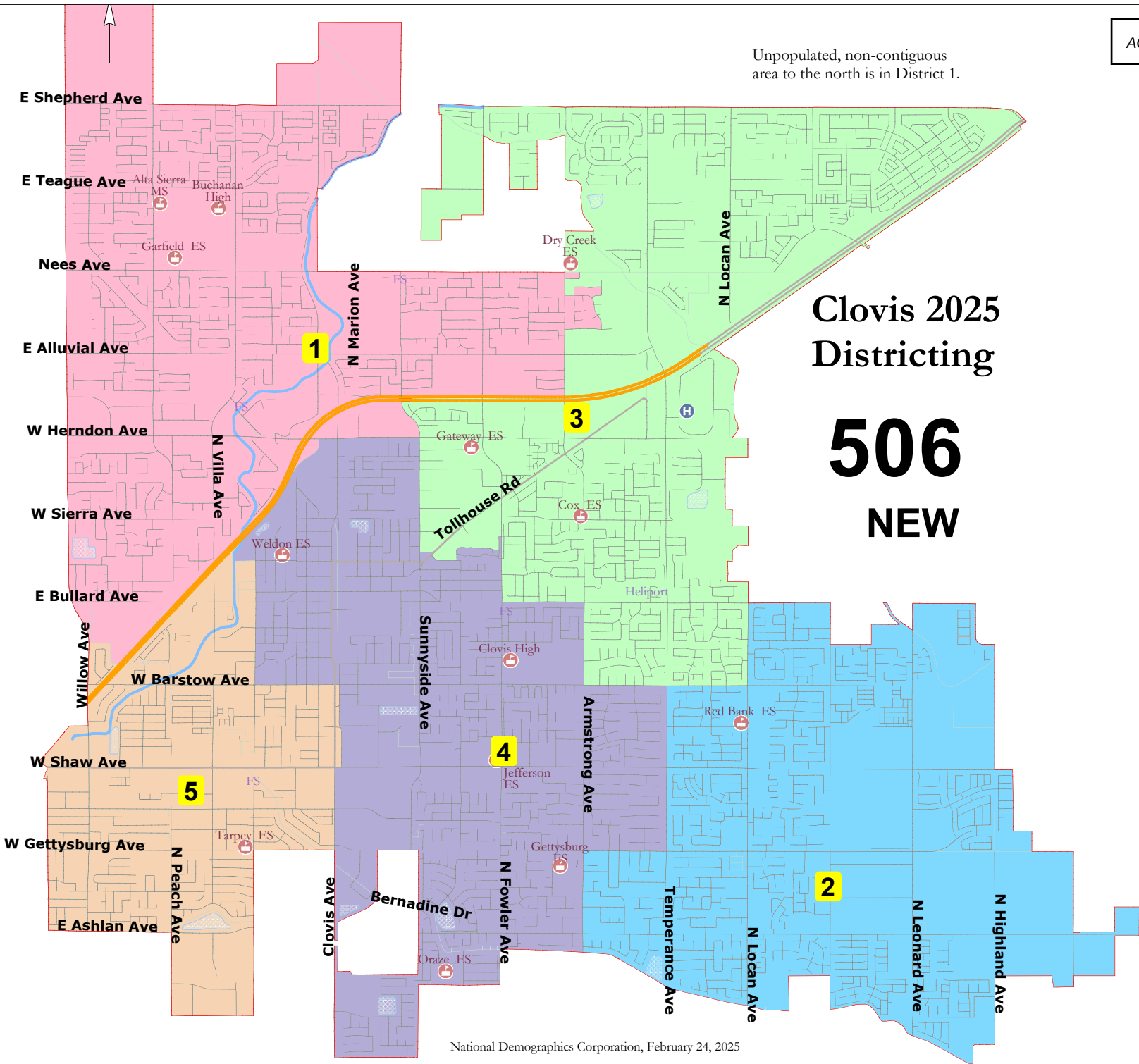
National Demographics Corporation, February 24, 2025

502							
District		1	2	3	4	5	Total
	Total Pop	24,353	24,021	23,139	24,566	24,382	120,461
	Deviation from ideal	261	-71	-953	474	290	1,427
	% Deviation	1.08%	-0.29%	-3.96%	1.97%	1.20%	5.92%
Total Pop	% Hisp	24.0%	24%	44%	27%	34%	31%
	% NH White	55%	56%	37%	44%	49%	48%
	% NH Black	3%	3%	4%	3%	2%	3%
	% Asian-American	14%	13%	10%	22%	11%	14%
Citizen Voting Age Pop	Total	16,488	15,322	15,055	15,873	16,853	79,591
	% Hisp	21%	23%	40%	28%	29%	28%
	% NH White	64%	61%	46%	49%	58%	56%
	% NH Black	3%	5%	5%	4%	3%	4%
	% Asian/Pac.Isl.	13%	10%	9%	18%	9%	12%
Voter Registration (Nov 2022)	Total	15,645	15,194	10,901	15,591	15,324	72,655
	% Latino est.	20%	21%	37%	27%	28%	26%
	% Spanish-Surnamed	18%	19%	33%	24%	26%	23%
	% Asian-Surnamed	6%	6%	3%	8%	4%	6%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	69%	67%	55%	58%	64%	63%
	% NH Black	3%	5%	4%	4%	3%	4%
Voter Turnout (Nov 2022)	Total	9,149	8,661	4,453	8,201	8,004	38,468
	% Latino est.	16%	16%	28%	23%	23%	20%
	% Spanish-Surnamed	15%	14%	26%	21%	20%	18%
	% Asian-Surnamed	5%	4%	3%	6%	3%	4%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	74%	73%	63%	65%	70%	70%
	% NH Black	4%	5%	5%	5%	3%	4%
Voter Turnout (Nov 2020)	Total	13,077	13,179	8,379	12,304	12,779	59,718
	% Latino est.	17%	17%	34%	23%	24%	22%
	% Spanish-Surnamed	16%	16%	31%	22%	23%	21%
	% Asian-Surnamed	5%	5%	2%	7%	3%	5%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	75%	74%	59%	67%	69%	70%
	% NH Black est.	2%	3%	5%	2%	3%	3%
ACS Pop. Est.	Total	24,901	22,480	23,676	25,698	23,759	120,514
Age	age0-19	33%	29%	32%	33%	27%	31%
	age20-60	51%	49%	53%	50%	51%	51%
	age60plus	16%	23%	15%	17%	22%	18%
Immigration	immigrants	12%	13%	11%	15%	11%	12%
	naturalized	72%	65%	47%	62%	63%	62%
Language spoken at home	english	79%	76%	72%	76%	79%	76%
	spanish	10%	12%	22%	10%	12%	13%
	asian-lang	8%	6%	5%	9%	5%	7%
	other lang	4%	6%	2%	5%	3%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	7%	9%	6%	7%	7%
Education (among those age 25+)	hs-grad	49%	51%	69%	54%	58%	56%
	bachelor	28%	25%	13%	24%	21%	22%
	graduatedegree	19%	17%	5%	14%	10%	13%
Child in Household	child-under18	46%	36%	36%	49%	34%	40%
Pct of Pop. Age 16+	employed	63%	60%	61%	64%	61%	62%
Household Income	income 0-25k	5%	9%	20%	4%	8%	9%
	income 25-50k	6%	14%	24%	9%	18%	15%
	income 50-75k	9%	12%	23%	10%	17%	14%
	income 75-200k	56%	46%	30%	58%	46%	46%
	income 200k-plus	24%	20%	4%	20%	12%	15%
Housing Stats	single family	92%	79%	50%	99%	84%	80%
	multi-family	8%	21%	50%	1%	16%	20%
	rented	23%	33%	66%	12%	29%	34%
	owned	77%	67%	34%	88%	71%	66%
Total population data from the 2020 Decennial Census.							
Surname-based Voter Registration and Turnout data from the California Statewide Database.							
Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2018-2022 5-year American Community Survey and Special Tabulation data.							



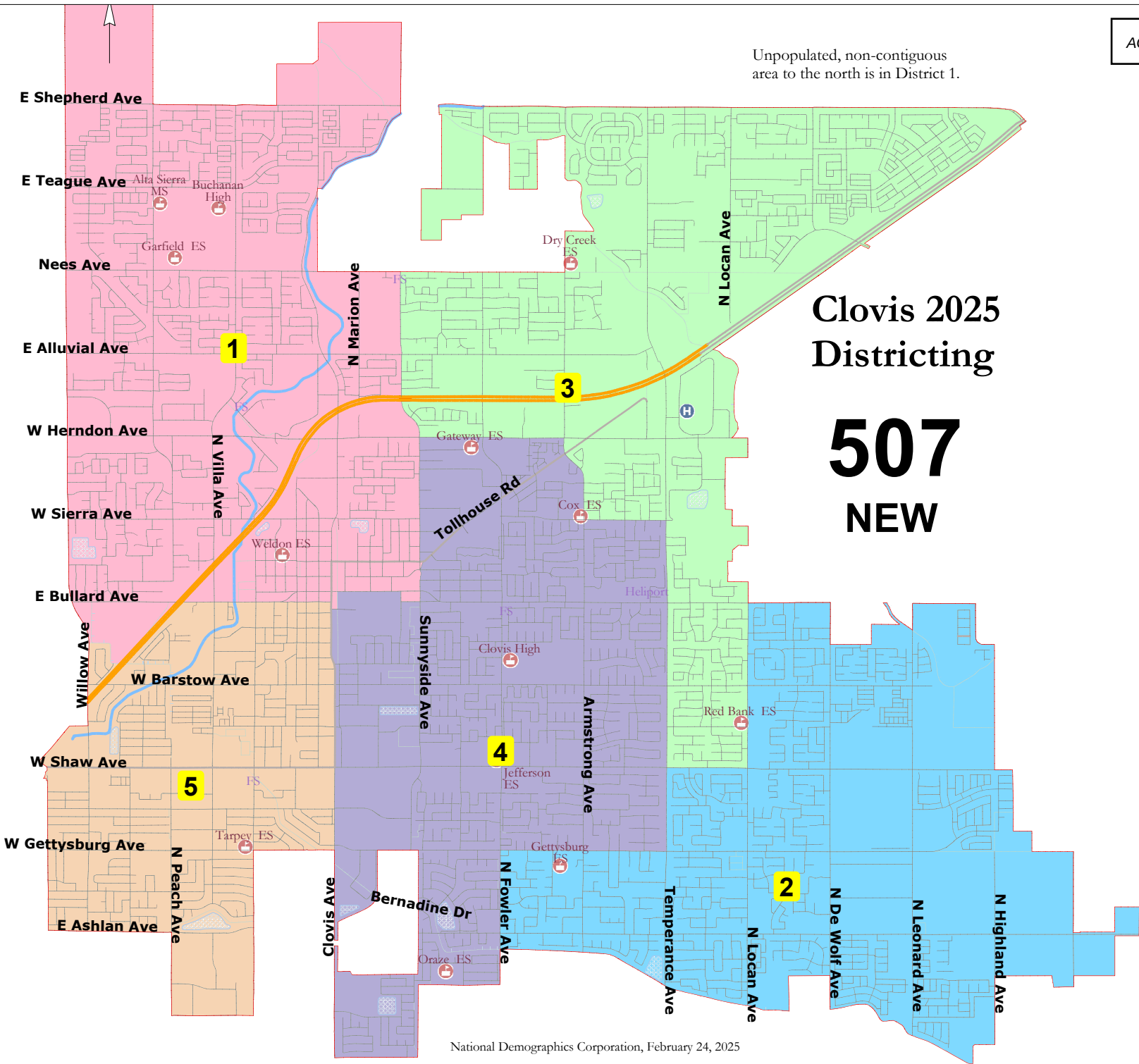
National Demographics Corporation, February 24, 2025

503							
District		1	2	3	4	5	Total
	Total Pop	23,847	24,899	23,595	24,086	24,034	120,461
	Deviation from ideal	-245	807	-497	-6	-58	1,304
	% Deviation	-1.02%	3.35%	-2.06%	-0.02%	-0.24%	5.41%
Total Pop	% Hisp	23.7%	25%	43%	27%	33%	31%
	% NH White	55%	55%	37%	45%	49%	48%
	% NH Black	3%	3%	4%	3%	2%	3%
	% Asian-American	15%	13%	11%	21%	11%	14%
Citizen Voting Age Pop	Total	16,118	15,993	15,218	16,462	15,800	79,591
	% Hisp	20%	22%	40%	27%	33%	28%
	% NH White	64%	62%	45%	51%	56%	56%
	% NH Black	3%	5%	4%	5%	3%	4%
	% Asian/Pac.Isl.	12%	10%	11%	17%	8%	12%
Voter Registration (Nov 2022)	Total	15,261	15,490	11,549	15,661	14,694	72,655
	% Latino est.	20%	22%	37%	26%	27%	26%
	% Spanish-Surnamed	18%	19%	33%	24%	25%	23%
	% Asian-Surnamed	6%	6%	3%	8%	4%	6%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	69%	67%	54%	59%	64%	63%
	% NH Black	3%	5%	4%	5%	2%	4%
Voter Turnout (Nov 2022)	Total	8,934	8,659	4,756	8,420	7,698	38,468
	% Latino est.	16%	16%	30%	22%	21%	20%
	% Spanish-Surnamed	15%	15%	27%	20%	19%	18%
	% Asian-Surnamed	5%	4%	3%	5%	3%	4%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	74%	73%	62%	65%	71%	70%
	% NH Black	4%	5%	4%	6%	3%	4%
Voter Turnout (Nov 2020)	Total	12,782	13,260	8,962	12,443	12,271	59,718
	% Latino est.	17%	18%	34%	22%	24%	22%
	% Spanish-Surnamed	16%	17%	31%	21%	23%	21%
	% Asian-Surnamed	5%	5%	3%	7%	3%	5%
	% Filipino-Surnamed	1%	1%	1%	2%	1%	1%
	% NH White est.	75%	73%	60%	67%	69%	70%
	% NH Black est.	2%	3%	3%	2%	3%	3%
ACS Pop. Est.	Total	24,295	23,595	22,379	26,045	24,200	120,514
Age	age0-19	33%	29%	29%	33%	31%	31%
	age20-60	51%	49%	56%	49%	50%	51%
	age60plus	16%	23%	16%	18%	20%	18%
Immigration	immigrants	12%	13%	11%	15%	12%	12%
	naturalized	72%	64%	53%	62%	59%	62%
Language spoken at home	english	79%	76%	73%	78%	75%	76%
	spanish	10%	12%	19%	9%	16%	13%
	asian-lang	8%	5%	6%	8%	6%	7%
	other lang	3%	6%	2%	5%	3%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	6%	8%	5%	9%	7%
Education (among those age 25+)	hs-grad	49%	53%	70%	52%	59%	56%
	bachelor	28%	23%	14%	26%	20%	22%
	graduatedegree	19%	16%	5%	15%	9%	13%
Child in Household	child-under18	46%	36%	36%	47%	36%	40%
Pct of Pop. Age 16+	employed	64%	59%	61%	63%	62%	62%
Household Income	income 0-25k	5%	11%	18%	4%	8%	9%
	income 25-50k	6%	15%	17%	10%	23%	15%
	income 50-75k	9%	13%	23%	9%	17%	14%
	income 75-200k	56%	43%	38%	55%	41%	46%
	income 200k-plus	24%	18%	3%	21%	11%	15%
Housing Stats	single family	93%	75%	61%	99%	75%	80%
	multi-family	7%	25%	39%	1%	25%	20%
	rented	22%	36%	56%	12%	39%	34%
	owned	78%	64%	44%	88%	61%	66%
Total population data from the 2020 Decennial Census.							
Surname-based Voter Registration and Turnout data from the California Statewide Database.							
Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2018-2022 5-year American Community Survey and Special Tabulation data.							



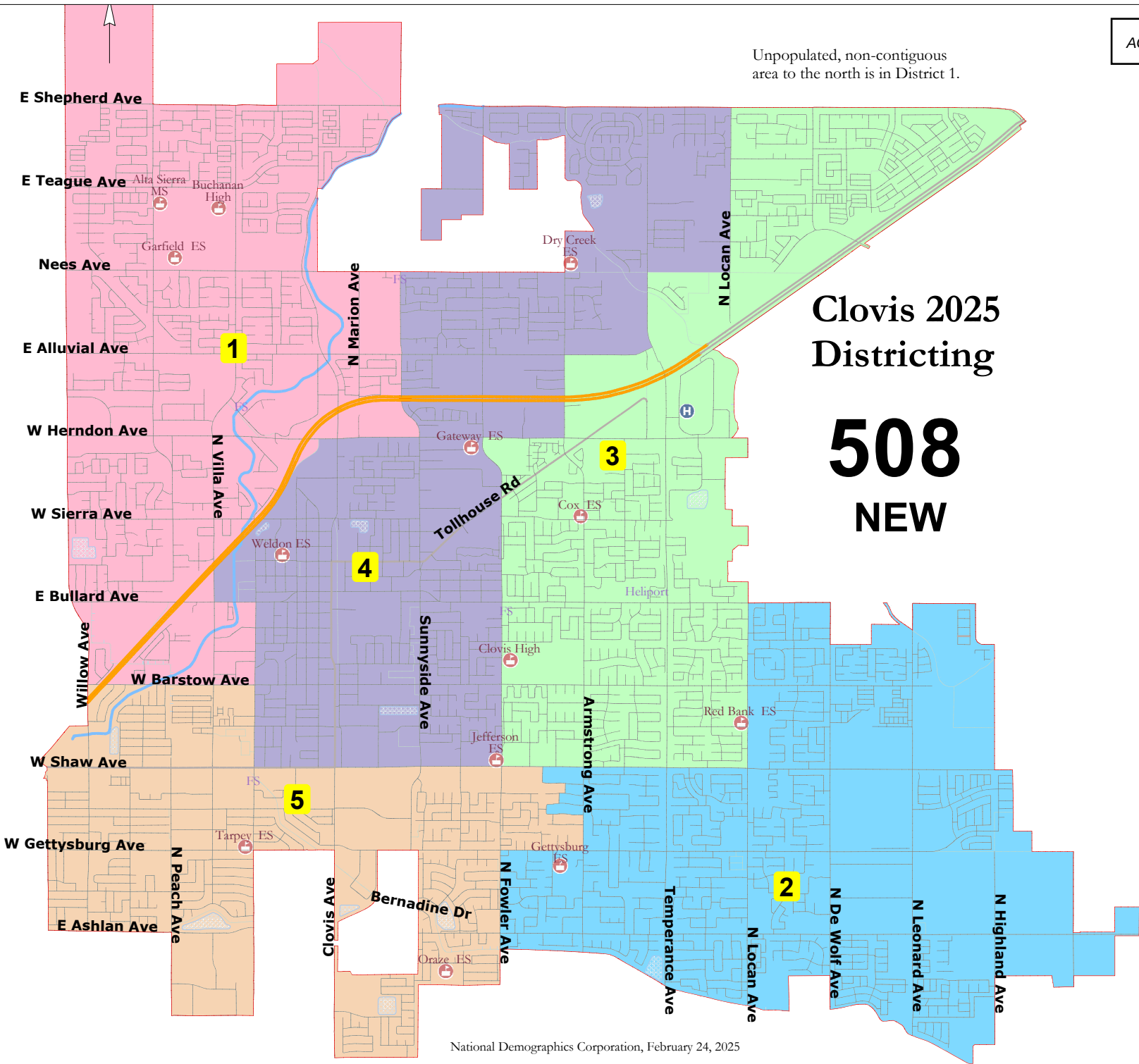
National Demographics Corporation, February 24, 2025

506							
District		1	2	3	4	5	Total
	Total Pop	23,400	23,935	24,482	24,885	23,759	120,461
	Deviation from ideal	-692	-157	390	793	-333	1,485
	% Deviation	-2.87%	-0.65%	1.62%	3.29%	-1.38%	6.16%
Total Pop	% Hisp	22.6%	27%	24%	35%	44%	31%
	% NH White	57%	44%	55%	48%	37%	48%
	% NH Black	3%	3%	3%	2%	4%	3%
	% Asian-American	14%	21%	14%	10%	10%	14%
Citizen Voting Age Pop	Total	14,996	15,711	16,190	17,105	15,588	79,591
	% Hisp	23%	28%	18%	34%	38%	28%
	% NH White	60%	50%	68%	55%	47%	56%
	% NH Black	4%	4%	3%	3%	5%	4%
	% Asian/Pac.Isl.	12%	18%	12%	9%	9%	12%
Voter Registration (Nov 2022)	Total	15,473	15,330	15,639	15,262	10,951	72,655
	% Latino est.	19%	26%	21%	30%	36%	26%
	% Spanish-Surnamed	17%	24%	19%	27%	33%	23%
	% Asian-Surnamed	6%	8%	6%	3%	3%	6%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	68%	58%	69%	63%	55%	63%
	% NH Black	5%	4%	3%	3%	5%	4%
Voter Turnout (Nov 2022)	Total	9,087	8,129	9,091	7,726	4,434	38,468
	% Latino est.	15%	23%	17%	23%	28%	20%
	% Spanish-Surnamed	14%	21%	15%	21%	25%	18%
	% Asian-Surnamed	5%	5%	5%	3%	3%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	74%	65%	74%	70%	63%	70%
	% NH Black	5%	5%	3%	3%	5%	4%
Voter Turnout (Nov 2020)	Total	13,506	12,123	13,107	12,669	8,313	59,718
	% Latino est.	16%	23%	18%	25%	34%	22%
	% Spanish-Surnamed	15%	22%	16%	23%	31%	21%
	% Asian-Surnamed	5%	7%	6%	3%	2%	5%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	74%	67%	74%	69%	60%	70%
	% NH Black est.	3%	2%	2%	3%	5%	3%
ACS Pop. Est.	Total	22,602	25,332	23,944	25,109	23,527	120,514
Age	age0-19	31%	34%	32%	28%	30%	31%
	age20-60	48%	49%	52%	51%	54%	51%
	age60plus	21%	18%	17%	21%	16%	18%
Immigration	immigrants	14%	16%	10%	11%	11%	12%
	naturalized	68%	63%	73%	55%	50%	62%
Language spoken at home	english	75%	76%	82%	75%	74%	76%
	spanish	12%	10%	7%	16%	20%	13%
	asian-lang	6%	9%	8%	6%	4%	7%
	other lang	7%	5%	3%	2%	2%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	7%	6%	5%	9%	8%	7%
Education (among those age 25+)	hs-grad	49%	53%	50%	59%	69%	56%
	bachelor	27%	25%	27%	19%	13%	22%
	graduatedegree	18%	14%	19%	9%	5%	13%
Child in Household	child-under18	41%	49%	44%	33%	36%	40%
Pct of Pop. Age 16+	employed	60%	64%	63%	63%	59%	62%
Household Income	income 0-25k	6%	4%	5%	8%	21%	9%
	income 25-50k	8%	9%	7%	22%	23%	15%
	income 50-75k	11%	10%	10%	17%	22%	14%
	income 75-200k	52%	57%	54%	43%	30%	46%
	income 200k-plus	22%	21%	25%	9%	3%	15%
Housing Stats	single family	85%	100%	92%	81%	49%	80%
	multi-family	15%	0%	8%	19%	51%	20%
	rented	27%	10%	21%	37%	65%	34%
	owned	73%	90%	79%	63%	35%	66%
Total population data from the 2020 Decennial Census.							
Surname-based Voter Registration and Turnout data from the California Statewide Database.							
Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2018-2022 5-year American Community Survey and Special Tabulation data.							



Clovis 2025
Districting
507
NEW

507							
District		1	2	3	4	5	Total
	Total Pop	23,783	23,634	23,947	24,910	24,187	120,461
	Deviation from ideal	-309	-458	-145	818	95	1,276
	% Deviation	-1.28%	-1.90%	-0.60%	3.40%	0.39%	5.30%
Total Pop	% Hisp	23.4%	27%	24%	33%	44%	31%
	% NH White	57%	45%	52%	50%	37%	48%
	% NH Black	3%	3%	3%	2%	4%	3%
	% Asian-American	13%	21%	17%	10%	10%	14%
Citizen Voting Age Pop	Total	15,312	15,544	16,037	16,751	15,947	79,591
	% Hisp	24%	27%	22%	29%	39%	28%
	% NH White	62%	52%	61%	59%	46%	56%
	% NH Black	4%	4%	3%	3%	5%	4%
	% Asian/Pac.Isl.	10%	17%	14%	9%	9%	12%
Voter Registration (Nov 2022)	Total	15,314	15,154	15,109	15,814	11,264	72,655
	% Latino est.	21%	26%	20%	28%	37%	26%
	% Spanish-Surnamed	19%	24%	18%	25%	33%	23%
	% Asian-Surnamed	6%	8%	7%	4%	3%	6%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	68%	58%	68%	65%	54%	63%
	% NH Black	4%	5%	3%	3%	5%	4%
Voter Turnout (Nov 2022)	Total	8,760	8,095	8,761	8,300	4,551	38,468
	% Latino est.	16%	23%	17%	22%	29%	20%
	% Spanish-Surnamed	15%	21%	15%	20%	26%	18%
	% Asian-Surnamed	4%	5%	5%	3%	3%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	73%	65%	74%	71%	62%	70%
	% NH Black	5%	5%	3%	3%	5%	4%
Voter Turnout (Nov 2020)	Total	13,489	12,069	12,602	13,084	8,474	59,718
	% Latino est.	17%	23%	18%	24%	34%	22%
	% Spanish-Surnamed	16%	22%	16%	22%	32%	21%
	% Asian-Surnamed	5%	7%	6%	3%	2%	5%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	74%	67%	73%	71%	59%	70%
	% NH Black est.	3%	2%	2%	2%	5%	3%
ACS Pop. Est.	Total	22,767	25,286	24,726	23,310	24,425	120,514
Age	age0-19	29%	34%	34%	26%	30%	31%
	age20-60	49%	48%	51%	52%	54%	51%
	age60plus	22%	18%	15%	22%	16%	18%
Immigration	immigrants	13%	15%	13%	10%	11%	12%
	naturalized	63%	62%	73%	61%	49%	62%
Language spoken at home	english	76%	77%	78%	78%	72%	76%
	spanish	11%	10%	9%	14%	23%	13%
	asian-lang	7%	8%	9%	5%	4%	7%
	other lang	6%	5%	4%	3%	2%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	7%	5%	6%	8%	8%	7%
Education (among those age 25+)	hs-grad	50%	52%	49%	60%	70%	56%
	bachelor	25%	26%	29%	19%	13%	22%
	graduatedegree	16%	14%	18%	11%	5%	13%
Child in Household	child-under18	36%	49%	49%	32%	35%	40%
Pct of Pop. Age 16+	employed	62%	63%	62%	62%	59%	62%
Household Income	income 0-25k	7%	4%	5%	8%	21%	9%
	income 25-50k	15%	8%	6%	17%	24%	15%
	income 50-75k	11%	10%	9%	16%	23%	14%
	income 75-200k	47%	56%	55%	49%	29%	46%
	income 200k-plus	20%	21%	25%	10%	3%	15%
Housing Stats	single family	81%	100%	92%	85%	50%	80%
	multi-family	19%	0%	8%	15%	50%	20%
	rented	32%	10%	24%	28%	65%	34%
	owned	68%	90%	76%	72%	35%	66%
Total population data from the 2020 Decennial Census.							
Surname-based Voter Registration and Turnout data from the California Statewide Database.							
Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2018-2022 5-year American Community Survey and Special Tabulation data.							



Clovis 2025
Districting

508
NEW

National Demographics Corporation, February 24, 2025

508							
District		1	2	3	4	5	Total
	Total Pop	23,872	24,849	23,473	23,888	24,379	120,461
	Deviation from ideal	-220	757	-619	-204	287	1,376
	% Deviation	-0.91%	3.14%	-2.57%	-0.85%	1.19%	5.71%
Total Pop	% Hisp	25.0%	27%	25%	33%	42%	31%
	% NH White	55%	45%	54%	49%	39%	48%
	% NH Black	3%	3%	3%	2%	4%	3%
	% Asian-American	13%	21%	14%	11%	11%	14%
Citizen Voting Age Pop	Total	15,392	16,693	14,766	16,406	16,335	79,591
	% Hisp	23%	27%	20%	31%	39%	28%
	% NH White	62%	52%	64%	59%	46%	56%
	% NH Black	5%	4%	4%	2%	4%	4%
	% Asian/Pac.Isl.	10%	18%	12%	9%	10%	12%
Voter Registration (Nov 2022)	Total	14,727	15,994	15,027	14,478	12,429	72,655
	% Latino est.	21%	26%	22%	26%	36%	26%
	% Spanish-Surnamed	19%	24%	20%	23%	33%	23%
	% Asian-Surnamed	6%	8%	6%	5%	3%	6%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	67%	59%	68%	66%	55%	63%
	% NH Black	5%	5%	3%	3%	4%	4%
Voter Turnout (Nov 2022)	Total	8,360	8,598	8,606	7,721	5,183	38,468
	% Latino est.	16%	23%	18%	19%	29%	20%
	% Spanish-Surnamed	14%	20%	16%	17%	26%	18%
	% Asian-Surnamed	4%	5%	4%	3%	3%	4%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	73%	65%	73%	73%	63%	70%
	% NH Black	6%	5%	3%	3%	4%	4%
Voter Turnout (Nov 2020)	Total	12,643	12,781	12,714	11,934	9,646	59,718
	% Latino est.	17%	23%	19%	23%	32%	22%
	% Spanish-Surnamed	16%	21%	18%	21%	30%	21%
	% Asian-Surnamed	5%	7%	5%	4%	3%	5%
	% Filipino-Surnamed	1%	2%	1%	1%	1%	1%
	% NH White est.	73%	67%	73%	71%	62%	70%
	% NH Black est.	3%	2%	2%	2%	3%	3%
ACS Pop. Est.	Total	22,876	26,739	21,633	25,191	24,075	120,514
Age	age0-19	29%	34%	30%	31%	29%	31%
	age20-60	49%	48%	52%	51%	54%	51%
	age60plus	21%	18%	18%	18%	17%	18%
Immigration	immigrants	13%	15%	10%	13%	10%	12%
	naturalized	64%	63%	76%	52%	58%	62%
Language spoken at home	english	77%	77%	81%	74%	74%	76%
	spanish	11%	9%	8%	17%	20%	13%
	asian-lang	5%	8%	8%	7%	5%	7%
	other lang	6%	5%	3%	3%	1%	4%
Language Fluency	Speaks Eng. "Less than Very Well"	6%	5%	5%	10%	8%	7%
Education (among those age 25+)	hs-grad	53%	52%	54%	54%	69%	56%
	bachelor	24%	26%	24%	23%	13%	22%
	graduatedegree	17%	14%	16%	11%	5%	13%
Child in Household	child-under18	36%	48%	41%	38%	37%	40%
Pct of Pop. Age 16+	employed	60%	63%	65%	62%	60%	62%
Household Income	income 0-25k	10%	4%	5%	7%	19%	9%
	income 25-50k	17%	9%	8%	20%	17%	15%
	income 50-75k	13%	10%	11%	17%	21%	14%
	income 75-200k	41%	56%	56%	43%	38%	46%
	income 200k-plus	18%	21%	20%	14%	5%	15%
Housing Stats	single family	70%	99%	96%	76%	64%	80%
	multi-family	30%	1%	4%	24%	36%	20%
	rented	40%	11%	17%	43%	51%	34%
	owned	60%	89%	83%	57%	49%	66%
Total population data from the 2020 Decennial Census.							
Surname-based Voter Registration and Turnout data from the California Statewide Database.							
Latino voter registration and turnout data are Spanish-surname counts adjusted using Census Population Department undercount estimates. NH White and NH Black registration and turnout counts estimated by NDC. Citizen Voting Age Pop., Age, Immigration, and other demographics from the 2018-2022 5-year American Community Survey and Special Tabulation data.							

****PLEASE POST****
NOTICE OF PUBLIC HEARING

The City of Clovis will hold a public hearing on March 4, 2025, to gather public input on “draft” election district maps.

The City Council of the City of Clovis is currently elected under an “at-large” election system, where Council members are elected by voters of the entire City. On October 7, 2024, the Council approved beginning the process to establish district-based elections beginning in 2026 in response to a threat of litigation related to the City’s current at-large election system. In a district-based election system, each Council member must reside within the designated election district boundary and is elected only by the voters in that district. The Council has published “draft” district maps for the City Council’s and public’s consideration. The maps are available for viewing at the City’s website:

<https://cityofclovis.com/government/city-clerk/districts/>.

On March 4, 2025, in accordance with Elections Code section 10010, the City Council will hold its fifth and final required public hearing to gather public input on the “draft” election district maps, select a final district map, and determine election sequencing for that map. City Council will also introduce an ordinance for the adoption of by-district elections in the City.

The public hearing is scheduled as follows:

<u>DATE</u>	<u>TIME</u>	<u>LOCATION</u>
Tuesday, March 4, 2025	6:05 p.m. or as soon thereafter as possible	City of Clovis Council Chamber 1033 Fifth Street Clovis, CA 93612

The public is invited to participate and make comments during the public hearing. If you have any questions regarding this public hearing, please contact Briana Parra, City Clerk, at 559-324-2060 or CityClerk@clovisca.gov.

ORDINANCE 25-____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLOVIS
ADDING CHAPTER 1.10 TO TITLE 1 OF THE CITY OF CLOVIS MUNICIPAL
CODE ESTABLISHING BY-DISTRICT ELECTIONS FOR FIVE COUNCIL
MEMBERS, DEFINING DISTRICT BOUNDARIES, AND SCHEDULING THE
ORDER OF ELECTION FOR EACH DISTRICT**

WHEREAS, the City of Clovis (“City”) currently elects the members of the City Council using an “at-large” system of elections, whereby electors from the entire City vote to elect each member of the City Council; and

WHEREAS, under the California Voting Rights Act (“CVRA”), at-large elections are permissible unless they result in racially polarized voting, defined as “voting in which there is a difference...in the choice of candidates or other electoral choices that are preferred by voters in a protected class, and in the choice of candidates and electoral choices that are preferred by voters in the rest of the electorate,” and further cause dilution of a protected class’s votes to a degree that it is denied the potential to elect its preferred candidate or influence the outcome of an election; and

WHEREAS, despite the City’s lawful use of at-large election system, on August 26, 2024, the City received a letter from the Southwest Voter Registration Education Project alleging violations of the CVRA, and demanding that the City transition to district-based elections where Council members are elected by only the voters residing within the election district in which the candidate resides (“CVRA Letter”); and

WHEREAS, while the Council strongly disagrees with the claims in the CVRA Letter and does not believe that the at-large elections in the City have resulted in racially polarized voting or diluted the votes of any protected class, it recognizes that defending against a legal challenge to the City’s election system would be prohibitively costly and would not be in the best interest of the City or its residents; and

WHEREAS, to avoid the unreasonable time and expense of litigation, at a regular meeting on October 7, 2024, the Council adopted Resolution 24-110, declaring its intent to transition from an “at-large” elections system to a district-based elections system beginning with the November 2026 City Council Election, with an estimated timeframe for doing so; and

WHEREAS, the City thereafter engaged an expert demographic firm to assist the City with the process of analyzing the City’s population, developing draft maps, and gathering input from residents on the possible maps; and

WHEREAS, in accordance with the requirements of Elections Code section 10010, the City Council held two (2) duly noticed public hearings prior to the drawing of draft maps of proposed boundaries of election districts on November 18, 2024, and December 16, 2024, respectively. During these meetings, City Council solicited public input regarding the composition of the district maps to provide to the demographer retained by City Council for use in drafting the proposed district maps and encouraged the public to submit draft maps using various map-drawing tools made available to the public on the City’s dedicated districting webpage on the City’s website (<https://cityofclovis.com/government/city-clerk/districts/>); and

WHEREAS, at the December 16, 2024, public hearing, the City Council directed the demographer and staff to utilize efforts to encourage and increase community engagement and participation and to solicit the submission of more draft district maps by members of the public using the various map-drawing tools made available by the City; and

WHEREAS, in accordance with Elections Code section 21130(b)(1), on December 16, 2024, the City posted on its districting webpage a report disclosing that it is not possible to create an election district or districts in which a minority group is sufficiently large and geographically compact to constitute a majority single-member district, as set forth in *Thornburg v. Gingles* (1986) 478 U.S. 30; and

WHEREAS, in accordance with Elections Code section 10010, and based on direction the City Council provided during the December 16, 2024, public hearing, on January 14, 2025, the City posted on its dedicated districting webpage nine (9) draft district maps (two (2) of which were submitted by members of the public), comprising five (5) maps for a four (4) district election system with an at-large elected mayor, and four (4) maps for a five (5) district election system, with proposed election sequencing for each map; and

WHEREAS, in accordance with the requirements of Elections Code section 10010 and following the drawing and publication of draft district maps, the City Council held a third duly noticed public hearing on January 21, 2025, during which the City Council solicited public input regarding the composition of the draft district maps and the proposed sequence of elections and directed staff to proceed with only draft maps for a five (5) district election system, thereby abandoning the option for an at-large elected mayor; and

WHEREAS, in accordance with Elections Code section 10010, on February 4, 2025, the City posted on its dedicated districting webpage one (1) additional draft map for five (5) election districts that was submitted by a member of the public; and

WHEREAS, in accordance with the requirements of Elections Code section 10010, the City Council held a fourth duly noticed public hearing on February 11, 2025, during which it considered a total of five (5) draft maps for a five (5) district election system and solicited public input regarding the composition of the draft maps and the proposed sequence of elections; and

WHEREAS, in accordance with Elections Code section 10010, on February 25, 2025, the City posted on its dedicated districting webpage three (3) additional draft maps for five (5) election districts, which were submitted by a member of the public for consideration by Council; and

WHEREAS, in accordance with Elections Code section 10010, on March 4, 2025, at a fifth duly noticed public hearing, and based upon public input and after deliberation and consideration of all draft district maps and proposed sequence of elections, City Council formally selected Map [REDACTED], which was developed in accordance with and in compliance with the criteria for election district boundaries set forth in Elections Code 21130(c). During that same public hearing, City Council chose the sequence of elections associated with Map [REDACTED]; and

WHEREAS, throughout the public hearing process related to the City's transition from an at-large to a district-based election system, the City engaged in a significant amount of public outreach and engagement, including an extensive public awareness campaign

comprising news releases, social medial posts, multiple news interviews, flyers, community feedback forms, a community map drawing workshop, consistent updates to the City’s districting webpage, and other public outreach efforts; and

WHEREAS, pursuant to Government Code section 34866 and in furtherance of the California Voting Rights Act of 2001 (Elec. Code, § 14025, et seq.) (“CVRA”) and Section 7 of Article I and Section 2 of Article II of the California Constitution, the City Council is authorized and desires to adopt an ordinance changing the method of election from an “at large” to a “by-district” system of elections; and

WHEREAS, the City Council held a duly noticed public hearing on March 4, 2025, in which the City Council voted to introduce for a first reading and approval of this Ordinance to establish by-district elections in five (5) single-member districts, as reflected in **Exhibit A** to this Ordinance; and

WHEREAS, the City Council now desires to adopt this Ordinance.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLOVIS DOES ORDAIN AS FOLLOWS:

SECTION 1. Title 1 General Provisions, Chapter 1.10 City Council Elections, is added to the City of Clovis Municipal Code to read as follows:

Section 1.10.01 – By-District Elections of Council Members.

Pursuant to Government Code section 34886, all five (5) members of the City Council of the City of Clovis shall be elected by-district in separate single-member districts.

1. Members of City Council shall be elected in the electoral districts established by Section 1.10.02 of this Chapter, as may be subsequently reapportioned as provided by State law. Elections shall take place “by-district” as that term is defined in California Government Code section 34871, meaning one Member of the City Council shall be elected from each district, by the voters of that district alone.
2. Except as provided in subdivision (3) of this section, the Council Member elected to represent a district must reside in that district and be a registered voter in that district, and any candidate for City Council must live in, and be a registered voter in, the district in which he or she seeks election at the time nomination papers are issued, pursuant to California Government Code section 34882 and Elections Code section 10227. Termination of residency in a district by a Council Member shall create an immediate vacancy for that Council district unless a substitute residence within the district is established within thirty (30) days after the termination of residency.
3. Notwithstanding any other provision of this section, the Members of the City Council in office at the time the Ordinance codified in this chapter takes effect shall continue in office until the expiration of the full term to

which he or she was elected and until his or her successor is qualified. At the end of the term of each Council Member that Member's successor shall be elected on a by-district basis in the districts established in Section 1.10.02.

Section 1.10.02 – City Council Districts and District Elections.

All five (5) Council members shall be elected on a “by-district” basis from the Council districts shown and numbered on the map titled “City of Clovis District Map”, attached hereto as **Exhibit A** and incorporated herein, a copy of which shall be on file in the City Clerk’s office. In 2026, and every four (4) years thereafter, the following three (3) City Council districts shall be elected by-district at the general municipal elections: District [REDACTED], District [REDACTED], and District [REDACTED]. In 2028, and every four (4) years thereafter, the following two (2) City Council districts shall be elected by-district at the general municipal election: District [REDACTED] and District [REDACTED].

Section 1.10.03 – Adjustment of District Boundaries.

Pursuant to Elections Code section 21601, as it may be amended from time to time, the City Council shall adjust the boundaries of any or all of the districts following each decennial federal census to ensure that the districts are in compliance with all applicable provisions of law.

Section 1.10.04 – Vacancies

Any mid-term Council seat vacancy in a district shall be filled in accordance with State Law, only by an eligible resident of the district.

SECTION 2. This Ordinance shall be in full force and effect from and after thirty (30) days following its adoption in accordance with law.

SECTION 3. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held by a court of competent jurisdiction to be invalid, such a decision shall not affect the validity of the remaining portions of this Ordinance. The City Council of the City of Clovis hereby declares that it would have passed this Ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact any one or more sections, subsections, clauses or phrases be declared invalid

SECTION 4. The City Clerk is further directed to cause this ordinance or a summary of this ordinance, subject to the requirements required by law, to be published once in a newspaper of general circulation published and circulated within the City of Clovis, within fifteen (15) days after its adoption. If a summary of the ordinance is published, then the City Clerk shall cause a certified copy of the full text of the proposed ordinance to be posted in the office of the City Clerk at least five (5) days prior to the Council meeting at which the ordinance is adopted and again after the meeting at which the ordinance is adopted.

APPROVED: March 4, 2025

Mayor

City Clerk

* * * * *

The foregoing Ordinance was introduced and read at a regular meeting of the City Council held on March 4, 2025, and was adopted at a regular meeting of said Council held on _____, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED:

City Clerk

CLOVIS CITY COUNCIL MEETING

February 18, 2025

6:00 P.M.

Council Chamber

Meeting called to order by Mayor Mouanoutoua at **6:00**
Flag Salute led by Councilmember Ashbeck

Roll Call: Present: Councilmembers Ashbeck, Basgall, Bessinger, Pearce
Mayor Mouanoutoua

PUBLIC COMMENTS – 6:00

Mike Karbassi, Council President for the City of Fresno, recognized Clovis City Clerk Briana Parra for her service in the City of Fresno and presented her with a proclamation.

Eric Rollins, resident, advocated for Clovis to declare itself a non-sanctuary city, arguing that state immigration policies are unconstitutional and endanger public safety.

Patty, resident, expressed strong support on making Clovis a non-sanctuary city, listing various conservative groups backing the position.

Bill Scott, resident, opposes sanctuary laws, argues for legal immigration.

Steven Trevino, resident, expressed his disapproval on arresting immigrants and discusses his personal connection to American identity, and suggested the city consider allowing chickens for residents.

Mayor Mouanoutoua acknowledged for the record that one written public comment had been received from Harold Mitchell regarding the sanctuary cities issue.

CONSENT CALENDAR – 6:19

Upon call, there was no public comment.

Motion by Councilmember Ashbeck, seconded by Councilmember Basgall, that the items on the Consent Calendar be approved, except item 4. Motion carried by unanimous vote.

1. Administration - Approval - Minutes from the February 11, 2025, Council Meeting.
2. General Services – Approval - Claim Rejection of the General Liability Claims on behalf of William Lazo and Ana Lazo.
3. Planning and Development Services - Approval – Authorize the City Manager to enter into a Project Specific Agreement for the reconstruction of Gettysburg Avenue, from Clovis Avenue to Sierra Vista Parkway, with the County of Fresno.

THE FOLLOWING ITEMS WERE PULLED FROM THE CONSENT CALENDAR FOR FURTHER DISCUSSION:

6:20 ITEM 4. Public Utilities – Approval – Award Consulting Services Contract to AECOM Technical Services, Inc. to Develop a Zero-Emission Vehicle Transition Plan in the Amount of \$121,349; Authorize the City Manager to Execute the Contract on Behalf of the City; and Approval – **Res. 25-15**, Amending the 2024-2025 Fleet Budget to Allocate Funds for the Project.

Evan Edgar, an Engineering Consultant for fleet transition plans, addressed the challenges faced by the public sector due to the increasing costs and limitations of transitioning to electric fleets, particularly in the refuse industry, and highlighted the potential for privatization as a solution to avoid significant financial burdens.

Councilmember Bessinger pulled this item for discussion to highlight concerns about the high cost and limited practicality of transitioning to electric solid waste vehicles.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Bessinger. Motion carried by unanimous vote.

ADMINISTRATIVE ITEMS – 6:29

6:29 ITEM 5 - Consider Approval – Award Recycling and Organic Material Collection, Processing, and Marketing Services Agreement to Mid Valley Disposal; and Authorize the City Manager to Execute the Agreement on Behalf of the City (Continued from the February 11, 2025, meeting).

Ashlee Cawley, Municipal Manager for Republic Services in Clovis, clarified that Republic Services is open to negotiating and extending or reissuing the RFP, and emphasized a desire to discuss rates and adjustments for the city's needs.

Steven Trevino, resident, expressed his preference to keep the current company, Republic Services, due to their established routes and familiarity, despite potential cost increases.

Mark, resident, emphasized the need for collaboration to address escalating costs due to regulatory changes

Even Edgar, an Engineering Consultant for fleet transition plans, discussed the challenges in fleet transition plans, zero waste, and the privatization of municipal solid waste fleets.

Keith Hester, General Manager with Caglia Environmental, spoke regarding his experience with Republic Services.

Joseph Kalpakoff, Managing Member of Mid-Valley Disposal, stressed that Mid Valley Disposal's bid was competitive, presenting a lower cost to taxpayers, their local commitment to Clovis, and the high level of customer service offered by his company.

Richard Caglia, with Caglia Environmental, suggested splitting the contract between two companies could be beneficial, especially given the upcoming challenges related to fleet electrification and future costs.

Motion by Councilmember Ashbeck, seconded by Councilmember Bessinger, to separate the commercial and residential proposals, evaluate them separately, and ensure clarity on the criteria and scoring. It was further directed not to use the same consultant previously involved, and to create two separate Requests for Proposals for residential and commercial projects. The motion passed with a 3-2 vote, with Mayor Mouanoutoua and Mayor Pro Tem Pearce voting no.

The Council recessed at 8:06 p.m. and reconvened at 8:16 p.m.

8:16 ITEM 6 - Receive and File – Police Department Update.

Upon call, there was no public comment.

Police Chief Fleming presented the Police Department's 5-year budget forecast update to the Council. The item was received and filed.

9:30 ITEM 7 - Receive and File – Fire Department Update.

Upon call, there was no public comment.

Fire Chief Ekk presented the Fire Department's 5-year budget forecast update to the Council. The item was received and filed.

COUNCIL ITEMS - 10:30

10:30 ITEM 8 – Consider Approval – Change of Council Meeting Schedule.

Upon call, there was no public comment.

Motion for approval by Councilmember Ashbeck, seconded by Councilmember Pearce. Motion carried by unanimous vote.

CITY MANAGER COMMENTS – 10:31

City Manager Haussler provided several updates, including the upcoming Meet the Mayor session Thursday, February 20, 2025, at 6 p.m. at Reagan Elementary, and the Hall of Fame dinner on Wednesday, February 26, 2025. He also reminded the Council that the City is still accepting districting maps, with paper maps available in the lobby and online submissions due by February 21, 2025.

COUNCIL COMMENTS – 10:32

There was consensus of the Council to bring forward a proclamation at the next City Council meeting for the Liberta family.

There was consensus of the Council to bring forward a proclamation for the Red Cross in March.

CLOSED SESSION – 10:45

Upon call, there was no public comment.

ITEM 9 – Government Code Section 54957.6 CONFERENCE WITH LABOR NEGOTIATORS
Agency Designated Representatives: Andrew Haussler, Amy Hance, Scott Cross, Mary Lerner,
Paul Armendariz Employee Organization: All Bargaining Units

RECONVENE INTO OPEN SESSION AND REPORT FROM CLOSED SESSION

No action taken.

ADJOURNMENT

Mayor Mouanoutoua adjourned the meeting of the Council to February 24, 2025.

Meeting adjourned: 11:15 p.m.

Mayor

City Clerk

CLOVIS CITY COUNCIL SPECIAL MEETING

February 24, 2025

6:00 P.M.

Council Chamber

Meeting called to order by Mayor Mouanoutoua at **6:00**

Flag Salute led by Councilmember Basgall

Roll Call: Present: Councilmembers Ashbeck, Basgall, Bessinger, Pearce
Mayor Mouanoutoua

PUBLIC COMMENTS – 6:00

Julie K, resident, raised safety concerns about reduced visibility and increased stop sign violations at Gettysburg and Helm.

ADMINISTRATIVE ITEMS – 6:06

6:06 ITEM 1 - Receive and File – Public Utilities Department Update.

Upon call, there was no public comment.

Public Utilities Director Redelfs presented the Public Utilities Department's 5-year budget forecast update to the Council. The item was received and filed.

7:00 ITEM 2 - Receive and File – General Services Department Update.

Upon call, there was no public comment.

General Services Director Hance presented the General Services Department's 5-year budget forecast update to the Council. The item was received and filed.

7:28 ITEM 3 - Receive and File – Planning and Development Services Department Update.

Upon call, there was no public comment.

Planning and Development Services Director Mathis presented the Planning and Development Services Department's 5-year budget forecast update to the Council. The item was received and filed.

8:08 ITEM 4 - Receive and File – Finance Department Update.

Upon call, there was no public comment.

Finance Department Director Schengel presented the Finance Department's 5-year budget forecast update to the Council. The item was received and filed.

8:18 ITEM 5 - Receive and File – Economic Development, Housing and Communications Department Update.

Tom Shannon, resident, expressed his appreciation for the department updates.

Economic Development, Housing, and Communications Director McCollum presented the Economic Development, Housing and Communications Department's 5-year budget forecast update to the Council. The item was received and filed.

9:05 ITEM 6 - Receive and File – City Clerk / Information Technology / Administration Update.

Upon call, there was no public comment.

City Clerk Parra, I.T. Deputy Director Velez, and City Manager Haussler presented their department's 5-year budget forecast update to the Council. The item was received and filed.

CITY MANAGER COMMENTS – 10:07

There were no City Manager Comments.

COUNCIL COMMENTS – 10:07

There was no formal Council direction to staff.

ADJOURNMENT

Mayor Mouanoutoua adjourned the Special meeting of the Council to March 4, 2025.

Meeting adjourned: 10:17 p.m.

Mayor

City Clerk



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Administration

DATE: March 4, 2025

SUBJECT: Administration – Approval – Res. 25-____, Approving an application in the amount of \$1,500,000 to the California State Department of Housing and Community Development for funding under the CalHome Program; and Authorizing the City Manager, or designee, to sign the application, execute the Standard Agreement, any Amendments, and any related documents thereto, if selected for funding, as may be necessary to participate in the CalHome Program as identified in the 2024 Homeownership Super Notice of Funding Availability dated December 12, 2024.

ATTACHMENTS: 1. Resolution
2. Federally Designated Justice 40 Initiative Disadvantaged Community Map
3. Owner Occupied Rehabilitation Program Guidelines

RECOMMENDATION

For the City Council to authorize the submission of an application to the California State Department of Housing and Community Development (HCD) for funding under the CalHome Program; and authorizing the City Manager, or his designee, to execute the Standard Agreement if selected for funding, any Amendments thereto, and any related documents necessary to participate in the CalHome Program.

EXECUTIVE SUMMARY

On December 12, 2024, California HCD released a Homeownership Super Notice of Funding Availability (NOFA) that included funding availability through the CalHome Program. Staff is seeking authorization to submit an application in the amount of \$1,500,000.

BACKGROUND

The City of Clovis has continuously sought grant funding to provide for critical programs and improvements in the community. In 2023 staff applied for \$5,000,000 CalHome funding for both housing rehabilitation and mortgage assistance for stick built homes and mobile homes. Due to HCD Programmatic targets, the City only received funding for mobile homes. Currently the City is administering \$1,396,626 in CalHome for mobile repairs, and \$415,600 for mortgage assistance for mobile homes.

As part of the current available NOFA, staff recommends authorization to submit a housing repair CalHome application for stick built homes only, as the City currently doesn't have funding for these types of homes. CalHome funds in the amount of \$1,500,000 will be requested to fund the Owner-Occupied Housing Rehabilitation Loan Program by providing loans to owner-occupied, low-income households in the City of Clovis. Staff anticipates providing assistance to approximately 25 homeowners. The CalHome Program allows for a maximum rehabilitation loan of up to \$200,000, but the City typically provides loans that average approximately \$50,000. CalHome Program Loans can be used for repairs, full reconstruction, including electrical, heating, plumbing, roof repairs, ceiling, flooring, window, painting, weatherization, energy efficiency, and other similar repairs. To maximize scoring in the application, City staff additionally recommends targeting loan approval to the areas identified in Attachment 2 (Federally Designated Justice 40 Initiative Disadvantaged Community Map). During the last several years, the City has found that the City's Housing Rehabilitation Program loans and grants have been located within these areas, therefore targeting these neighborhoods will not deviate from current practical implementation of the program.

Staff is also requesting Council approval of the Owner-Occupied Rehabilitation Program Guidelines for inclusion in the application as required by HCD, and is included as Attachment 3.

FISCAL IMPACT

There is no impact to the City's General Fund, and the program would provide funding for affordable housing projects in the City of Clovis. If the application is funded by California HCD, a budget amendment in the amount of the grant award would be submitted for Council approval.

REASON FOR RECOMMENDATION

The State of California HCD requires City Council review and approval of the submittal of this CalHome Program application and the attachments. Additionally, the City currently does not have funding for repairs of stick-built homes.

ACTIONS FOLLOWING APPROVAL

Staff will prepare and submit the CalHome grant application to California HCD before the application due date of March 13, 2025.

CONFLICT OF INTEREST

None

Prepared by: Claudia Cazares, Housing Programs Manager

Reviewed by: City Manager *AA*

RESOLUTION 25-____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
 APPROVING AND AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO THE
 CALIFORNIA STATE DEPARTMENT OF HOUSING AND COMMUNITY
 DEVELOPMENT FOR FUNDING UNDER THE CALHOME PROGRAM; AND
 AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO SIGN THE APPLICATION,
 EXECUTE THE STANDARD AGREEMENT, ANY AMENDMENTS, AND ANY RELATED
 DOCUMENTS, THERETO, IF SELECTED FOR FUNDING, AS MAY BE NECESSARY
 TO PARTICIPATE IN THE CALHOME PROGRAM AS IDENTIFIED IN THE 2024
 HOMEOWNERSHIP SUPER NOFA (HOSN) DATED DECEMBER 12, 2024**

WHEREAS, the City of Clovis, a municipal corporation, wishes to apply for and receive an allocation of funds through the CalHome Program; and

WHEREAS, the California Department of Housing and Community Development (hereinafter referred to as "HCD") has issued a Notice of Funding Availability ("NOFA") on December 12, 2024, for the CalHome Program established by and codified in Chapter 6 (commencing with Section 50650) of Part 2 of Division 31 of the California Health and Safety Code (HSC) and Chapter 2 (commencing with Section 54006) of Part 16 of Division 31 HSC. Pursuant to the statute, HCD is authorized to approve funding allocations utilizing monies made available by the State Legislature to the CalHome Program, subject to the terms and conditions of the statute and the CalHome Program Guidelines adopted by HCD on December 2024; and

WHEREAS, the City of Clovis wishes to submit an application to obtain from HCD an allocation of CalHome funds in the amount of up to \$1,500,000.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis shall submit to HCD an application to participate in the CalHome Program in response to the Homeownership Super NOFA issued on December 12, 2024, which will request a total funding allocation of \$1,500,000 for the following activities:

Owner-Occupied Rehabilitation Activities - \$1,250,000 which will rehabilitate and repair twenty-five (25) very-low or low income owner occupied homes, (household incomes at or below eighty percent (80%) of area median income) to correct habitability issues, bring homes into code compliance and improve energy efficiency and (b) \$250,000 for Administrative Costs to help offset the costs of providing the rehabilitation program.

NOW, THEREFORE, BE IT FURTHER RESOLVED, if the application for funding is approved, the City of Clovis hereby agrees to use the CalHome Program funds for eligible activities in the manner presented in the application as approved by HCD and in accordance with program guidelines cited above. The application in full is incorporated as part of the

Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. The City of Clovis acknowledges and agrees that it may be required to execute any and all other instruments necessary or required by HCD for participation in the CalHome Program.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the City of Clovis authorizes the City Manager, or designee, to execute in the name of the City of Clovis, the application, the Standard Agreement, and any subsequent amendments or modifications thereto, as well as any other documents required by HCD for participation in the CalHome Program, and any amendments thereto.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 4, 2025, by the following vote, to wit.

AYES:
 NOES:
 ABSENT:
 ABSTAIN:

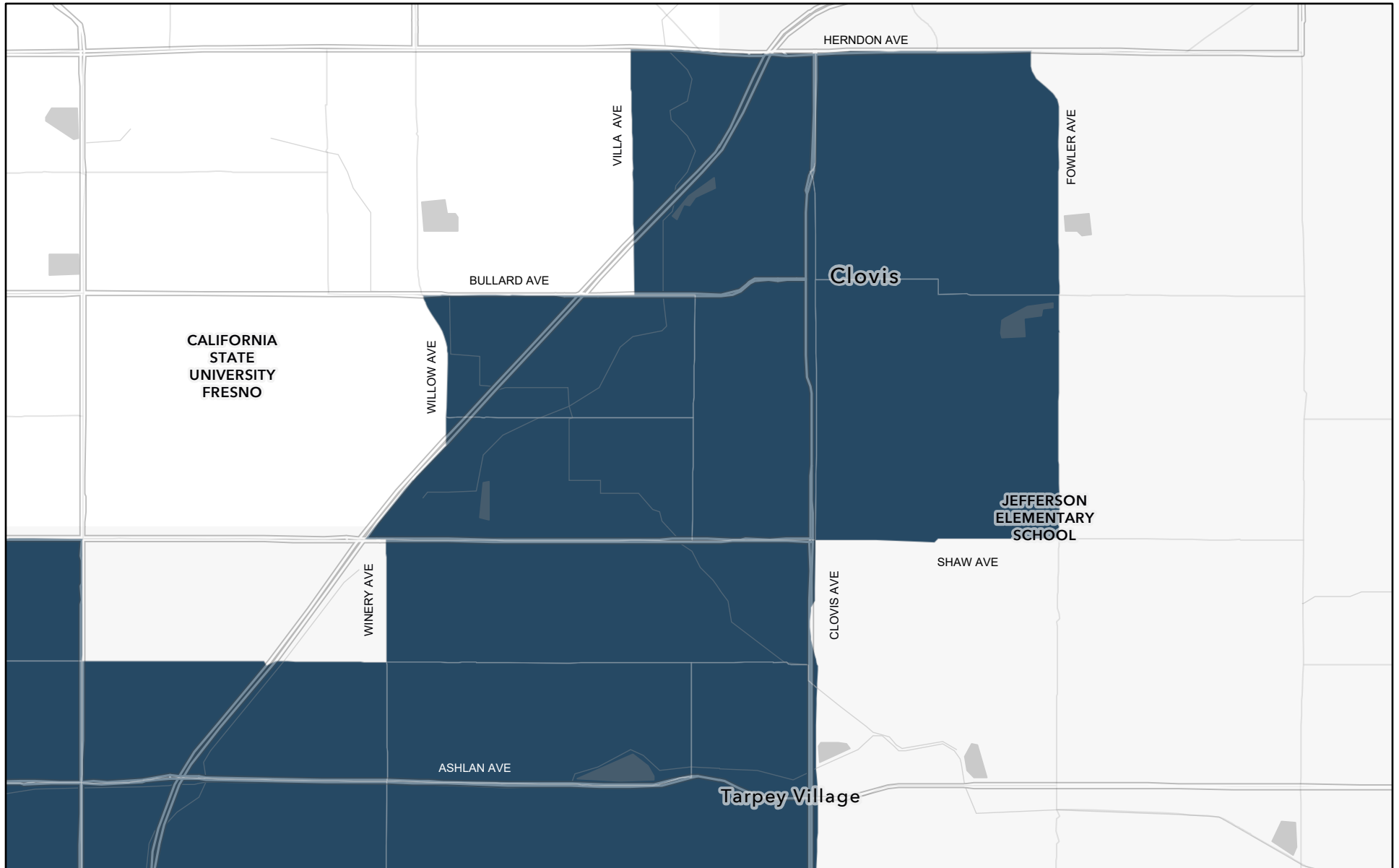
DATED: March 4, 2025

 Mayor

 City Clerk

Federally Designated Justice 40 Initiative Disadvantaged Community Map

AGENDA ITEM NO. 5.

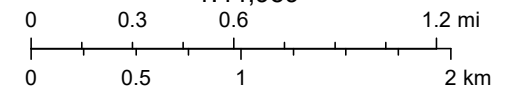


2/11/2025

Justice40 Tracts May 2022

Not disadvantaged
 Disadvantaged

1:44,959



City Of Fresno, Fresno County Dept. PWP, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, US

Attachment 2



CITY OF CLOVIS

OWNER-OCCUPIED HOME REHABILITATION LOAN PROGRAM GUIDELINES (CalHome Program)

March 4, 2025



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CITY OF CLOVIS OWNER-OCCUPIED HOME REHABILITATION LOAN PROGRAM GUIDELINES

I. GENERAL

The City of Clovis ("City") supports efforts to improve the City's affordable housing stock. To that end, the City has entered into a contractual relationship with the State of California Department of Housing and Community Development ("HCD") to administer one or more HCD-funded owner-occupied rehabilitation programs. The program described herein, the Owner-Occupied Rehabilitation Loan Program (the "Program"), is designed to provide financial assistance to eligible owner-occupied households to correct health and safety issues in the home by providing loans of up to \$200,000 as provided through the CalHome Program.

II. NON-DISCRIMINATION POLICY

No person shall, on the grounds of race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, age, medical condition, genetic information, citizenship, primary language, immigration status (except where explicitly prohibited by federal law), arbitrary characteristics, and all other classes of individuals protected from discrimination under federal or state fair housing laws, individuals perceived to be a member of any of the preceding classes, or any individual or person associated with any of the preceding classes be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity funded in whole or in part with Program funds.

III. PROGRAM OUTREACH AND MARKETING

- A. All outreach efforts will be done in accordance with state and federal fair lending regulations to assure nondiscriminatory treatment, outreach and access to the Program. The City assures that no otherwise qualified person shall be excluded from participation or employment, denied program benefits, or be subjected to discrimination based on race, color, national origin, sex, age, handicap, familial status, religion, or belief, under any program or activity funded by this contract, as required by the California Fair Employment and Housing Act (Government Code, section 12990, et. seq.), the Holden Act (Health & Safety Code, section 35800, et. seq.), Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990, the Fair Housing Act (42 USC 360120) and all implementing regulations, the Fair Housing Amendments Act of 1988, the Unruh Civil Rights Act, the Age Discrimination Act of 1975 and all implementing regulations, Government Code Section 11135, Section 504 of the Rehabilitation Act of 1973, and all regulations promulgated pursuant to those statutes. The City will ensure that all persons, including those qualified individuals with handicaps, have access to the Program.

- B. The Fair Housing Lender and Accessibility logos will be placed on all outreach materials. Fair housing marketing actions will be based upon a characteristic analysis comparison (census data may be used) of the Program's eligible area compared to the ethnicity of the population served by the Program (includes, separately, all applications given out and those receiving assistance) and an explanation of any underserved segments of the population. This information is used to show that protected classes (age, gender, ethnicity, race, and disability) are not being excluded from the Program. Flyers or other outreach materials, in English and any other language that is the primary language of a significant portion of the area residents, will be widely distributed in the Program-eligible area and will be provided to any local social service agencies.
- C. Section 504 of the Rehabilitation Act of 1973 prohibits the exclusion of an otherwise qualified individual, solely by reason of disability, from participation under any program receiving Federal funds. The City will take appropriate steps to ensure effective communication with disabled housing applicants, residents and members of the public.
- D. As funding becomes available, City staff will market the program through the following methods:
 - 1. Outreach to households on the City's interest list.
 - 2. Publication on City's Website
 - 3. Publication on City's Social Media Sites
 - 4. Placing brochures and flyers at the following locations: Planning and Development Services Department, City of Clovis Administration Office, Senior Center, County Library – Clovis Site, local mobile home parks, and local social service agencies.
- E. Applications for the City's Owner-Occupied Home Rehabilitation Loan Program will be available by calling the City of Clovis at (559) 324-2060, can also be downloaded from the City website, or picked up at the City of Clovis, Housing Programs Office, 1033 Fifth Street, Clovis, CA.

IV. APPLICATION PROCEDURES

- A. The City will make applications available year-long, on a first-come-first-served basis, for the duration of the Program and contingent on funding availability.
- B. Each potential applicant is required to complete an application form, which asks for information concerning assets, employment, household members, homeownership, work requested, and income of household members to establish eligibility for Program participation.
- C. Applicants will also be required to identify race, ethnicity, senior and Veteran status at the time of submitting an application. All applications will be processed in accordance with state and federal fair lending regulations to assure nondiscriminatory treatment, outreach, and access to the Program. No person

shall be excluded or denied benefits on the grounds of age, ancestry, color, creed, physical or mental disability or handicap, marital or familial status, medical condition, national origin, race, religion, gender or sexual orientation.

- D. Applications are date/time stamped when received by the City and reviewed for completeness and Program eligibility. Incomplete applications are returned to the applicant with an opportunity for the applicant to resubmit on a first-come-first-served basis as identified above. Complete applications undergo a full review, processing, and underwriting as outlined in this document. The City will request any additional documentation to determine eligibility, as needed. If an application is deemed eligible, City staff will refer the application for Loan Committee approval.
 - 1. If the City encounters material discrepancies and/or misrepresentations, during Program eligibility confirmation, and/or there are income, asset, household composition, or other important questions that can't be resolved, the City reserves the right to deny assistance to the household. In this case, the applicant may re-apply after six months have elapsed from the time of written assistance denial, contingent on funding availability.
- E. If the application is approved for funding by the Loan Committee, City will send Applicant a letter regarding their eligibility, contingent on a Home Inspection. The application is referred to the Housing Inspector to conduct an initial property inspection and determine the rehabilitation work to be performed on the property, as may be identified as eligible in these guidelines. Subsequent application procedures are identified below in Section X.

V. PROPERTY ELIGIBILITY

To be eligible to participate in the City's Program, the Applicant's home (or "property") must be an owner-occupied residence located in the incorporated area of the City of Clovis.

VI. APPLICANT ELIGIBILITY

The City will confirm applicant eligibility, by verifying income qualification, homeownership and owner-occupancy. Underwriting guidelines are found in Section 7.

- A. Verifying Income Qualification - To be eligible to participate in the Program, gross household annual income must not exceed eighty percent (80%) of the area median income (AMI) for Fresno County for the year in which the loan is made, which is adjusted for household size and reported in the most current income guidelines published by HCD. When calculating income eligibility, City staff will refer to Chapter 3 of the Income Calculation and Determination Guide for Federal Programs.

1. Income Documentation

- a. Income will be determined by examining source documents evidencing gross income. Third-party verification of employment forms sent to employers is the preferable method to determine income. Other source documents will be used to assist in income determination (i.e. tax returns, copies of wage receipts, subsidy checks, and bank statements). When collecting income verification documentation, City will consider any known or upcoming changes.
- b. If third-party verification of employment/income isn't available, other types of documentation will be used, such as pay stubs, tax returns and/or three months of bank statements.
- c. Undocumented income or "stated income" will not be utilized but will be investigated and documented when possible.
- d. All documentation shall be dated within six months prior to funding/project approval and kept in the applicant file and held in strict confidence. If the applicant was previously qualified for the program and more than 6 months have lapsed, they must be re-qualified.

2. The following terms are key to understanding the requirements for calculating gross income.

- a. Gross amount. The amount earned before any deductions have been taken.
- b. Projected to be received. Projected earnings rather than past earnings will be used when estimating annual income for income-eligibility purposes.
- c. Household. All persons in the residence are considered household members for the purpose of income eligibility. Household members are not restricted to immediate family.
- d. Household income. The applicant's income combined with the income of all household members, related or non-related, aged 18 and older.
- e. ADU/JADU related income. The definition of "Annual Income" has been modified to exempt ADU or JADU related income from the income calculation since this rental income will help low-income families achieve or maintain homeownership.
- f. Income inclusions and exclusions. Detailed guidance pertaining to what types of incomes must be included or excluded when calculating gross annual income can be found in Attachment A, as identified in Part 5, Appendix B Annual Income Inclusions and Exclusions, as stated in the HUD Technical Guide for Determining

Income and Allowances. The information can also be found at: <https://www.hcd.ca.gov/grants-funding/income-limits/income-calculation-and-determination-guide.shtml>. The applicant's file will be documented for any exceptions or exclusions from the gross income calculation.

3. Calculating Gross Income – Gross Income means all anticipated eligible income of a person or household for the 12-month period following the date of determination of income. City will complete the Gross Income Worksheet (Attachment B), using the guidelines below, to determine applicant's eligibility.
 - a. Income qualification for self-employed persons is based on prior year income tax returns. Net income plus depreciation from the operation of a business or profession will be used. Any withdrawal of cash or assets from the operation of a business will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested in the operation by the family. Income averaging is allowed only when the borrowers are seasonal employees with fluctuating incomes.
 - b. For a seasonal worker, the City will determine the flow of pay and relate it to the paystub's year-to-date (YTD) figure. The YTD may only cover either the period of time when the season is strong and the figure is high, or during the off-season period when the figure is low – this will be taken into consideration, and income will be adjusted to anticipate earnings for the next 12 months.
 - c. Per diem income is not counted, as it is considered a reimbursement to the employee for expenses, he/she had to pay out of pocket to perform work for the employer.
 - d. City is to ascertain the basis on which employees are paid (hourly, weekly, or monthly, with or without overtime or bonuses or if on commission, or seasonal work). An employee who gets paid "twice a month" may actually be paid twice a month (24 times a year) or every two weeks (26 times a year).
 - e. It is important to clarify whether overtime is sporadic or a predictable component of an employee's income.
 - f. An annual salary is counted as annual income regardless of the payment schedule. For example, if a teacher's annual salary is \$30,000, this is the annual income regardless if the teacher is paid over a 9- or 12- month period.
 - g. If the applicant will occupy an ADU, or a JADU, then the residents of the primary unit shall not be considered as part of the Household receiving CalHome program funding for purposes of this section.

- h. Gross income from all sources must be used, including:
- Overtime pay, commissions, fees, tips and bonuses, and other compensation for personal services (before any payroll deductions).
 - If an upcoming raise is shown on the Verification of Employment, it must be calculated as current income.
 - Wages from a second job.
 - The regular amount of periodic payments received from Social Security, Supplemental Security Income (SSI), annuities, insurance policies, retirement funds, pensions, disability or death benefits, and other similar types of periodic receipts. These amounts should not be grossed up.
 - Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation and severance pay.
 - Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from persons not residing in the dwelling.

4. Treatment of Assets - An asset is a cash or non-cash item that can be converted to cash (i.e. checking and savings and money market accounts, stocks, bonds, and other forms of capital investments), and recognized as part of annual income.

- a. When a household has household assets in excess of \$5,000, gross income will include the greater of:
- Actual amount of income, if any, derived from all the household assets, or
 - HUD Passbook rate of the value of all such assets.
- b. If the assets are less than \$5,000 no income is counted from assets. If the assets are \$5,000 or greater, count the income from all of the assets.
- c. Note: it is the income earned from the assets that is counted – e.g. interest on a savings account – not the asset value.
- d. If there is no regular income from assets, the income is imputed by using the HUD Passbook rate.
- e. CalHome does not have a requirement to spend down the borrower's assets to qualify for a loan and the program encourages a homeowner to retain adequate emergency funds (3-6 months of

expenses). However, it is expected that the borrower invests their funds first and only rely on the CalHome loan as alternate financing.

- f. For checking accounts City will use the average 6-month balance.
- g. Retirement accounts are not counted as assets for CalHome Income verification if they are not accessible to the applicant without retiring or terminating employment.
- h. The value of equity in real property, value of gems, art collections, etc. is not to be considered in the asset base because the value fluctuates until sold. However, income from the property must be separately considered.
- i. The value of necessary items such as furniture and automobiles shall be excluded.
- j. City will utilize Attachment C – Part 5, Annual Income Asset Inclusions and Exclusions, as stated in the HUD Technical Guide for Determining Income and Allowances, to identify what types of assets must be included or excluded when calculating gross annual income. The guidance can also be found at: <https://www.hcd.ca.gov/grants-funding/income-limits/income-calculation-and-determination-guide.shtml>.
- k. The applicant's file will be documented for any exceptions or exclusions from the asset base.

- B. Owner-Occupancy – Applicants must live in the property, be on title and intend to continue occupying the home as a principal place of residence. In some cases, there may be owners on title not living in the property, such as a parent who co-owns the home with their son or daughter. If the children do not live on the property, do not deduct the property on their income taxes, and can document a different place of residence, their income may be excluded, and they would not be counted as household members. However, if they are on title, they must sign the loan documents. City staff will determine owner-occupancy by researching electronic City data and cross-referencing it with recorded title documentation/deed.

VII. PROGRAM LOAN TERMS

- A. Maximum amount of CalHome Program assistance. The City will provide a loan of **UP TO \$200,000** for eligible activities. Loan amounts will be determined by the actual need/cost of the repairs. The maximum loan to homeowners for repairs shall not exceed the amount required to fund costs associated with eligible improvements. If the home is in need of reconstruction, then the maximum loan amount is \$250,000.

- B. An owner-occupied rehabilitation loan for a stick-built home will be secured by the real property and improvements.
- C. The CalHome Program loans shall have the following terms and conditions:
 - 1. Maximum loan amount: \$200,000.00
 - 2. Zero percent (0%) interest
 - 3. Deferred Payment with a 30-year term
- D. CalHome Program loans are not assumable.
- E. The following transfers of interest shall not require the repayment of the CalHome Program loan:
 - 1. Transfer to a surviving joint tenant by devise, descent, or operation of law on the death of a joint tenant.
 - 2. A transfer, in which the transferee is a person who occupies or will occupy the property, which is:
 - i. A transfer where the spouse becomes an owner of the property.
 - ii. A transfer resulting from a decree of dissolution of marriage, legal separation agreement, or from an incidental property settlement agreement by which the spouse becomes an owner of the property; or
 - iii. A transfer into an inter vivos trust in which the Borrower is and remains the beneficiary and occupant of the property.

VIII. LOAN UNDERWRITING GUIDELINES AND REQUIREMENTS

The City procedures below will be utilized for loan underwriting and approval.

- A. Title Report - The City will order a preliminary title report and review it to document all owners on title. It will also be reviewed to document undisclosed liens that would affect the security of the CalHome loan.
- B. Credit Report – The City will order a credit report for the Applicant(s). The City will compare the credit report information to that found in the application. If there are discrepancies between the documents, the City will determine what is factual and will have the applicant explain any discrepancies. Any liens, judgments, bankruptcies, major defaults, credit scores lower than 600, collection accounts and slow pays on the credit report could indicate serious problems and should be explained by the borrower. Particular attention will be paid to the borrower's ability and willingness to repay the mortgage debt, as well as attention to applicant's timely payments on their mortgage loan. When analyzing the borrower's credit record, it is the overall pattern of credit behavior that will be reviewed rather than isolated occurrences of unsatisfactory or slow payments.

The City will document review of the credit report, as well as notate any findings, in the loan file.

- C. Property Value - The property must also be eligible for the rehabilitation loan. The **after-rehabilitation value** of a home assisted with a CalHome Program loan cannot exceed 150% of the highest local median sales price of a single-family home during the past six months. City staff shall refer to the median sales price for Fresno County, as posted at the California Association of Realtors website. The total **loan-to-value ratio**, including all loans secured by the property and the new CalHome loan, may not exceed 105% of the estimated after-rehabilitation value. This calculation will be documented in the file by the City.
 - 1. Prior to commencement of rehabilitation work, City staff will determine loan-to-value ratio using information from comparable sales. An appraisal may be ordered when the loan-to-value percentage of existing encumbrances exceeds 80% of value (based on comparable sales).
 - 2. The appraisal will take into consideration the estimated value of the rehabilitation work to be completed on the property and shall include the pre-rehabilitated value and the after-rehabilitated value.
- D. Fire insurance (and flood insurance where applicable) requirements are as follows:
 - 1. City will require borrowers to maintain insurance on the property in the amount at least equal to the replacement value of the improvements; or the value of the loans; and
 - 2. City must be named as additional loss payee on the policy.
- E. Any cash out of escrow to the homeowner is prohibited. This is to ensure that CalHome Program funds are spent only in the amount required to pay for actual rehabilitation and non-recurring closing costs.
- F. City will obtain title insurance in the amount of the CalHome Program loan at close of escrow, showing the City as the beneficiary.

IX. ELIGIBLE COSTS FOR REHABILITATION

Cost of rehabilitation of the property in accordance with the following definition: "Rehabilitation" means, in addition to the definition in Section 50096 of the Health and Safety Code, repairs and improvements to a home necessary to correct any condition causing the home to be substandard pursuant to Section 1704 of Title 25, California Code of Regulations. A. Rehabilitation includes the repair, full reconstruction, or the addition of ADUs/JADUs, main dwelling reconstruction, bedroom, and bathroom additions to alleviate overcrowding (as defined in the latest Census) as well as repairs and improvements which are necessary to meet any locally adopted standards used in local rehabilitation programs. All rehabilitation costs must be for the alleviation of health or safety issues, the correction of code violations, compliance with

local ordinances, or addition and modification of ADUs/JADUs as described above. Rehabilitation does not include replacement of personal property.

The following are eligible uses of Program funds:

- A. Rehabilitation to address the correction of health and safety issues, correction of code violations, or compliance with a local ordinance (the four eligible uses for CalHome funds), as follows:
 1. Eligible costs include repair or replacement of electrical, heating, and plumbing systems. It also includes roof replacement, and repairs to remedy mold, dry rot, water damage or termite damage. Also included are lead-based paint hazard reduction and improvements for disability access. Such funds are made part of the loan and are not considered a grant. All housing units built prior to January 1, 1978 will require a lead paint disclosure to be signed by both the homebuyer and seller (Attachment D).
 2. Eligible costs include additional work required to rehabilitate and modernize a home and bring it into compliance with current building codes and regulations. Items in a detached garage are generally not eligible except to the extent that the residence is affected by the current condition. For example, out-of-code electrical wiring between the house and the garage which could create a fire hazard to the residence; or mold or termites in the garage which could easily move to the residence.
 - a. Repair of an accessory dwelling unit or junior accessory dwelling unit is also an eligible cost.
 - b. Painting, weatherization, and energy efficient improvements are included when required by code. Energy efficient items and green building items cannot be stand-alone but must be connected in some fashion to one of the four eligible uses of CalHome funds. For instance, dual pane windows may replace windows which must be repaired because they are not operational. Insulation may be added when a roof or ceiling requires repair. However, a tankless water heater is considered an enhancement and is not usually eligible to replace a tank-style water heater.
 3. Demolition and Clean-up - Eligible costs include the tear down and disposal of dilapidated structures. Eligible costs also include clearance of weeds, junk, debris, stagnant water, and garbage which directly affect the residence structure and constitute a health and safety hazard. Removal of debris and weeds is generally considered normal maintenance and is an ineligible use of CalHome funds.
 4. Closing Costs and Other Charges - Eligible costs include non-recurring closing costs for the loan paid to third party providers for such items as title searches, credit reports, notary fees, recording fees, escrow fees, or

appraisals. The homeowner does not pay any costs for the CalHome loan such as refundable application fees, loan processing or document fees. These costs are incurred by the City and reimbursed by CalHome to the City as Administrative Costs. Other costs such as termite inspections (when termite work is done), haul away, disposal bins, architect fees, permit fees, will be included in the loan.

5. Additions and Accessory Dwelling Units/Junior Accessory Dwelling Units - Eligible costs include construction of additional bedrooms and bathrooms if needed to alleviate overcrowding (as defined in the latest Census). It also includes the full construction or reconstruction of ADUs/JADUs. The program will not fund additions to a home for a den, home office or family room. The only eligible detached additions or buildings are an ADU/JADU, unless otherwise required by a local ordinance, such as covered parking or garage.
 6. General Property Improvements - General property improvements are permitted if they relate to health and safety, or code or local ordinance compliance activities. All improvements must be physically attached to the property and permanent in nature. They must remain with the home if the home is sold. A driveway, landscaping or fencing may be considered part of rehabilitation if it is determined to be a health and safety issue. Luxury items are not permitted to be paid with CalHome funds.
 7. Appliances - Built in appliances such as garbage disposals, dishwashers, stoves, and ovens may be replaced if they are broken or non-repairable. Free standing appliances such as refrigerators, washers and dryers are not included. New built-in appliances are ineligible if they do not replace a similar existing appliance.
 8. Relocation and Storage - Relocation costs and storage costs are considered secondary costs and allowed only when necessary for health and safety. These costs are part of the loan which must be repaid and are not a grant. Homeowners should be encouraged to stay with friends or relatives so that most of the funds are used for property improvements.
 9. Rehabilitation Standards - All repair work related to health and safety conditions will meet Uniform Building Code standards. The priority will be the elimination of health and safety hazards and code compliance. The replacement materials will be of a similar grade and quality compared to the original construction. Substantial upgrades such as premium carpet, travertine tile, marble tile, granite, or marble countertops, are not normally permitted to be paid with CalHome funds.
- B. Cost of building permits and other related government fees.
- C. Cost of architectural, engineering, and other consultant services which are directly related to the rehabilitation of the property and related to eligible work done using CalHome funds.

- D. Non-recurring Loan closing costs, as applicable.

X. PROHIBITED AND INELIGIBLE USES OF FUNDS

- A. Refinancing of existing loans or payoff of personal obligations with CalHome funds.
- B. Costs associated with the rehabilitation or repair of property owned by a mobile home park owner.
- C. Property improvements not related to health and safety, correction of code violations or compliance with local ordinances are not permitted. A partial list of ineligible upgrades are barbeques, outdoor kitchens, patios, decks, patio covers, swimming pools, hot tubs, animal shelters, sports courts, storage sheds, workshops, fountains, security systems, TV antennas, plantation shutters, wallpaper, tankless water heaters, upgraded carpet, built in entertainment centers, granite counter tops, travertine or marble tile, and garage floor coatings.

XI. REHABILITATION CONSTRUCTION REQUIREMENTS

- A. The City/Housing Inspector will schedule an initial inspection with the homeowner within 7 days of receiving notice by the City, to determine the rehabilitation work to be performed on the property.
 - 1. Debris removal is a pre-construction requirement for a homeowner's participation in the program. City staff must be able to access and inspect the parts of the home wherein repairs are needed, and contractors must be able to access those same areas in order to provide estimates and complete the repairs. The work area of the home must be in a clean and sanitary condition, free of debris, prior to project approval.
- B. Further program eligibility will be determined by demonstrated need at the time of inspection (existence of health and safety issues). A Scope of Work, and estimate, will be prepared to identify the work to be performed. City's Project Review Committee will review the Scope of Work for approval, or determination that the required or requested repairs are eligible/ineligible.
 - 1. If after development of the Scope of Work (and estimate), the Inspector and/or City determines that the work is ineligible, the Applicant is notified of the cancellation of their Application.
 - 2. If after development of the Scope of Work (and estimate), the Inspector and/or City determines that the work cost estimate is in an amount that is above what can be funded through the Program, work will be done to rescope the project if feasible, if not feasible, the Applicant is notified of the cancellation of their Application.

- C. If Scope of Work is approved by the City's Project Review Committee, the applicant will be notified in writing of the committee's decision and City will refer the project back to the Inspector for bidding.
- D. The City/Housing Inspector works with Applicant to obtain a minimum of three bids for the Scope of Work. If City/Housing Inspector, and/or owner cannot obtain the required number of bids, then City staff shall document efforts made to obtain the required number of bids and approve project award with less than the required number of bids. Bids are provided to Applicant for selection. Applicant is required to sign a rehabilitation contract/agreement between Applicant and general contractor/contractor for the work to be performed.
 - 1. If the Applicant is unable to obtain sufficient or any bids for the work to be done within 60 days of noticing, the reservation of funds will expire and the next person on the Eligible list is given an opportunity to participate in the Program. The Applicant can be requested to be placed on the Eligible List again, but will be placed at the end of the list.
- E. City will draft a Rehabilitation Contract/Agreement between City and Applicant for the work to be performed, and prepare other required program documents (see below) for execution. All are provided to Applicant for signatures, and subsequently recorded as required.
- F. All general contractors and subcontractors selected by the Applicant are to be licensed by the Contractors State License Board and must maintain Workers' Compensation and Employer Liability insurance to the extent required by State Law. The contractor selected shall complete work in accordance with the rehabilitation contract executed between the contractor and the Applicant, as approved by the City, according to the approved Scope of Work, and in a professional manner.
- G. The City/Housing Inspector will monitor construction for compliance with the construction contract and program requirements. City expects to pay contractor selected directly, once, at the completion of construction. Progress payments may be disbursed, on a case-by-case basis, only if approved in writing by the Applicant and City/Housing Inspector.
- H. The City expects contractors submitting project estimates to do a thorough inspection of the item(s) to be repaired prior to preparing the bid. Change orders will only be approved if they are necessary to completing the repairs, and could not be anticipated prior to construction. Payment will not be issued for change orders unless they have been approved in writing by the homeowner and a City representative prior to the additional work beginning.

XII. LOAN CLOSING PROCEDURES

The City shall be responsible for drawing the deferred payment loan documents, sending the documents and escrow instructions to escrow (unless the City handles the escrow themselves) and closing the loan.

- A. Review of the Preliminary Title Report - The Preliminary Title Report is reviewed for correct property address and legal description, as well as confirmation of the title holders, all of whom must sign the loan documents. While reviewing the exceptions, the City may find that certain exceptions must be deleted from the ALTA Policy or may require special endorsements, as in the case of CC&R's or easements. The City may also find liens and judgments against the homeowner that did not show up anywhere else. The report will also show if the property taxes are delinquent.
- B. Drawing the CalHome Program Loan Documents and Loan Funding - The City will prepare, execute and record (as needed) the following documents:
 - 1. CalHome Promissory Note evidencing the loan, payable to the City in the principal amount of the loan and stating the terms and rate of interest of the loan consistent with the requirements of the program. The City is prohibited from assigning its beneficial interest under the note. The note must be secured by a Deed of Trust, to be recorded with a title company.
 - 2. CalHome Loan Agreement
 - 3. CalHome Deed of Trust: shall name the City as the beneficiary and shall be recorded in a junior lien position to existing liens.
 - 4. Clear instructions to the title company, which include requesting an original ALTA Policy with the City listed as a lien holder and a copy of Evidence of Insurance for all hazard and/or flood insurance policies showing the City as additional Loss Payee. In addition, instructions should include the prohibition of cash back to the borrower (except as defined in 25 CCR, Section 7731 [c]) and the requirement that any cash back should be applied to the principal amount of the CalHome loan. The City may opt to fund rehabilitation program loans outside of escrow (i.e. internally without a title company).
 - 5. Request for Copy of Request for Notice of Default or Sale to be recorded on behalf of the City.
 - 6. Disclosure forms as required by State and Federal law.
 - 7. Notice of Completion to be recorded. This may be a trailer document (a document provided to Escrow at a time subsequent to the recording of the Deed of Trust and Request for Notice of Default or Sale), but it must be recorded prior to requesting credit for the loan from HCD.
 - 8. A Notice of a Three-Day Right of Rescission.
- C. All the above closing documents are sent to escrow (unless the City does their own escrows) to be reviewed by the escrow officer and for the borrower's signature. Once the borrower has signed, all the above original documents, along with certified copies, except for the original Deed of Trust and Request for Copy of Notice of Default or Sale (these items will be sent to the County Recorder's

office for recording), are returned to the City to be reviewed for completeness, accuracy, and conformance to the escrow instructions. After the closing documents have been reviewed for compliance, and funds have been disbursed from the City to escrow, escrow will be able to record the CalHome lien. When the work has been completed, the Notice of Completion will be sent to Escrow for recordation. Since this is a document which protects the homeowner, the return address after recording should be that of the property.

- D. City to ensure that the Applicant hasn't been charged any unallowable fees and that they didn't receive any unallowable cash back.
- E. When the rehabilitation is complete, City to verify that the total CalHome loan funds have been spent or returned to the CalHome reuse account. There may not be any cash back to homeowners, even if their project came in under budget. If all funds are not spent, the principal of the homeowner's loan is reduced by the amount of the unspent funds. Unspent funds are deposited in the Reuse Account. City to send a letter to the borrower indicating that the loan principal has been reduced by the amount of the unspent funds. The original Promissory Note must be annotated on the back to show the principal reduction and should be signed by the City's Authorized Signatory.
- F. Promissory Note is to be stored in a secure, safe place, with a copy in the applicant/borrower file.
- G. City will submit a Borrower Summary and all other required documentation to HCD within 90 days of completion of rehabilitation work.
- H. City will verify that each applicant file contains the following documents:
 - 1. Application for CalHome assistance.
 - 2. Confirmation of household size.
 - 3. Income and asset verification documentation and analysis.
 - 4. Credit Report or other documentation required to show a good credit history.
 - 5. Appraisal or valuation of before- and after-rehabilitation value of the property.
 - 6. Preliminary title report.
 - 7. When applicable: mortgage verifications and/or loan verifications for any other debt already existing and recorded against the property.
 - 8. Initial property inspection report; work write-up, cost estimate; bid package; executed construction contract; verification of selected general contractor and subcontractor licensing status with the Contractors State License Board; evidence of Workers' Compensation and Employer Liability Insurance; onsite inspection records and progress inspection reports for payment issuance, including a final inspection report and final line item budget of costs incurred.

9. Loan Agreement between the Contractor and the Borrower.
10. Copy of Promissory Note
11. Copy of contract between Borrower and General Contractor.
12. CalHome draw request forms, including Borrower Summary Sheets.
13. CalHome loan escrow instructions.
14. From the escrow/title company, or as administered internally: executed Promissory note; recorded Deed of Trust; Title Insurance Policy for the CalHome loan naming the Contractor as the insured; Hazard Insurance, including flood insurance when applicable, naming the Contractor as Additional Loss Payee; copy of recorded Request for Copy of Notice of Default or Sale, copy of recorded Notice of Completion, and a copy of the Settlement Statement.
15. Correspondence (including relevant e-mails) or notes of meetings or phone calls between the Contractor and the homeowner, other lenders, title or escrow companies or other parties contacted in relation to the homebuyer's loan.

XIII. ADMINISTRATIVE COSTS

- A. The City will be reimbursed by HCD for costs incurred to deliver the rehabilitation program and loan. These costs are considered Administrative Costs. Costs will be in amounts that are customary and usual for similar services performed by private firms and be reasonable. Administrative Costs shall not exceed 20 percent of the total of the CalHome Owner-Occupied Rehabilitation disbursements (advances or reimbursements). City shall maintain records to satisfactorily document these charges. This requirement may be satisfied through documents such as invoices, receipts, time tracking, or other documentation of valid program expenses.
- B. Such costs could be for home inspections in the development of the work write-up, work write-ups, loan processing, underwriting, loan documents, construction payouts, contract management and bid reviews. Eligible costs also include wages, salaries and fringe benefits of the program, clerical, and management personnel, and payment for rent, utilities, communications, printing and travel expenses. These charges are not paid by the homeowner since the City is reimbursed by CalHome. These costs are not included in the amount of the homeowner's loan and do not need to be paid back. These costs are to be reimbursed to the City as a grant.

XIV. CONTRACTOR GUIDELINES AND REQUIREMENTS

- A. The City can provide, upon request of the homeowner, a list of contractors who have completed repair projects through the program in the previous years. Inspector will facilitate project bidding, with a pre-qualified list of contractors. However, homeowners can contact any contractor of their choosing as long as they meet the following criteria:

- The contractor must hold a current and valid State of California General Contractor's license.
 - The contractor cannot be on the State or Federal Debarred Contractors list.
 - The contractor must have a City of Clovis business license.
 - The contractor must have current and valid General Liability and Workmen's Compensation Insurance.
 - The contractor must provide a one-year warranty for their work.
- B. Bids submitted by contractors who do not meet the criteria will not be considered.
- C. Contractor Payments - The City will pay the contractor directly. No funds will be distributed to the homeowner. Once the work has been completed, the contractor shall provide the City with all required Permits, Proof of Permit Inspection and Close-Out, and a Homeowner Satisfaction Statement signed by the homeowner. Once all required and completed documentation has been provided to the City, payment may be approved and processed. At the discretion of the City, partial payments will be permitted if the project is large enough to warrant it.
- D. Contractor/Homeowner Disputes - The agreement to complete work rests solely between the homeowner and the contractor, and therefore the City is not a party to the agreement. However, should a dispute arise, the City is willing to act as an intermediary to assist in an agreeable resolution. If it is deemed a contractor has not made a good faith effort to resolve the matter, or has been negligent, the contractor may be barred from participation in future City-funded projects. The homeowner may pursue legal action against the contractor through Small Claims Court and/or the State Contractors License Board.

XV. LOAN MONITORING PROCEDURES

City will monitor Borrowers annually to ensure adherence to Program requirements including, but not limited to, the following:

- Owner-occupancy
- Property tax payment
- Hazard insurance coverage
- Good standing on Primary loans
- General upkeep of housing units

XVI. PROGRAM LOAN REPAYMENT

- A. Payments are voluntary during the deferral period. Borrowers can begin making voluntary payments at any time without penalty. The City will accept loan payments from borrowers prepaying deferred loans, and from borrowers making payments in full upon sale or transfer of the property.

- B. All loan payments are payable to the City and are due at loan maturity. Program loan payments will be made to:

**City of Clovis
1033 Fifth Street
Clovis, CA 93612**

- C. The City will be the receiver of loan payments or recaptured funds and will maintain a financial record-keeping system to record payments and file statements on payment status. Payments shall be deposited and accounted for in the City's Program Income, or Reuse Account, as required by HCD programs (for CalHome loans).
- D. The City may at its discretion, enter into an agreement with a third party to collect and distribute payments and/or complete all loan servicing aspects of the Program.
- E. If it is determined by the City that repayment of the CalHome Program loan at the maturity date causes a hardship to the borrower, the City may employ the following two other options.

They are:

- a. Amending the note and deed of trust [or other security instrument(s)] to defer repayment of the amount due at loan maturity, that is, the original principal and the accrued interest, for up to an additional 30 years (at 0% additional interest), this may be offered one time, or;
- b. Converting the debt at loan maturity, that is, the original principal balance and any accrued interest, to an amortized loan, repayable in 15 years at 0% additional interest.

XVII. LOAN ACCELERATION

In the event that an owner sells, transfers title, or discontinues residence in the assisted property for any reason, the principal balance of the loan is due and payable.

- A. The following transfers of interest will not require the repayment of the CalHome Program Loan:
1. Transfer to a surviving joint tenant by devise, descent, or operation of law on the death of a joint tenant;
 2. A transfer, in which the transferee is a person who occupies or will occupy the property, which is:
 - i. A transfer where the spouse becomes an owner of the property;
 - ii. A transfer resulting from a decree of dissolution of marriage, legal separation agreement, or from an incidental property settlement

agreement by which the spouse becomes an owner of the property; or

- iii. A transfer into an inter vivos trust in which the borrower is and remains the beneficiary and occupant of the property.

B. In general, loans are not assumable.

XVIII. DRAW REQUESTS (TO HCD)

City will make every effort to submit more than one loan with each draw. With each individual draw, City will submit the following to HCD:

- A. Completed Owner-Occupied Rehabilitation Draw Request.
- B. Completed Owner-Occupied Rehabilitation Borrower Summary for each individual CalHome loan, with the following items attached to each in the following order:
 - 1. Copy of the executed CalHome Promissory Note.
 - 2. Copy of Deed of Trust.
 - 3. Closing Disclosure.
 - 4. Certified Settlement Statement (MA-Borrower/Seller, OOR-Borrower).
 - 5. Completed Administrative Costs Reimbursement form (If Applicable).
 - 6. HCD Form 480.7 Statement of Lien.
 - 7. Copy of Recorded Notice of Completion and/or Lien Releases from Contractors.
 - 8. Initial or Final Line Item Work Write-up (with cost and details supporting repairs).
 - 9. Change Orders (with costs and details supporting work).

XIX. CONFLICT OF INTEREST

To the extent consistent with Federal and State conflict of interest laws as they apply to local government officials, employees and agents, the following rules shall apply regarding eligibility for this program. No member of the governing body of the City nor other official, employee, or agent of the City government who exercises policy or decision-making authority in connection with the planning and implementation of the Program shall directly or indirectly be eligible for this Program. This ineligibility shall continue for one year after an individual's relationship with the City ends.

When the Program Loan contains Federal funds, the applicable Conflict of Interest requirements of 24 CFR Section 570.611 shall be followed for CDBG assistance.

A contractor with a vested interest in the property cannot bid on a rehabilitation job, if applicable. Such a contractor may act as owner/builder, subject to standard construction procedures. Owner/builders are reimbursed for materials purchased which are verified by invoice/receipt and used on the job. Reimbursement occurs after the installation is verified by the City to be part of the scope of work. Owner/builders are not reimbursed for labor.

XX. PROGRAM COMPLAINT AND APPEAL PROCEDURE

Any applicant denied assistance from the Program has the right to appeal. Complaints concerning the Program should be made in writing and filed with the City. Complaints by applicants, residents or property owners regarding the City's Program should be made to the City's Assistant City Manager, or Director of Community & Economic Development, who will investigate the complaint, prepare an analysis and recommendation and will schedule a discussion of the complaint with the Loan Review Committee. If the matter is not resolved to the satisfaction of the person filing the complaint, this person may submit a written appeal addressed to the City's Loan Review Committee. The Loan Review Committee will be convened within fifteen (15) days from the date the appeal is received unless a longer period of time is requested by the appellant. Within five (5) working days from the date the appeal is heard by Loan Review Committee, the City will mail a written response of the Committee's decision to the appellant. If the appellant is still not satisfied with the decision, they may appeal in writing to the Clovis City Manager following the same timeline and procedures above. The decision of the City Manager will be final.

XXI. PERFORMANCE REPORTING TO HCD

- A. During the term of the CalHome Standard Agreement and, no later than 30 days after the end of each calendar quarter, the City will submit a Quarterly-Annual Report as required by HCD.
- B. During the term of the Standard Agreement and, no later than 30 days after June 30th of each year and/or within 30 days of the expiration date of the Standard Agreement, the City shall submit, upon request of the Department, a Quarterly-Annual Report on the form provided by the Department.
- C. At any time during the term of the Standard Agreement, the Department may perform or cause to be performed a financial audit of any and all phases of the Contractor's program or homeownership development project. At the Department's request, the Contractor shall provide, at its own expense, a financial audit prepared by a CPA.
- D. Signature, Title and Date: The person submitting the Quarterly Status Report must be specifically authorized to sign this type of document and should provide his/her title, then sign and date the form. This form may not be signed by a staff person unless authorized through resolution.
- E. Annual Reporting of the Reuse Account

The annual reporting of the Reuse Account will continue for the length of 20 years, until the expiration date of the City's CalHome Program Monitoring Agreement. This report is required annually and is done after the Standard Agreement has expired to report what has specifically taken place in the Reuse Account during the last year.

XXII. AUDIT/RETENTION AND INSPECTION OF RECORDS

- A. City shall retain any and all records, accounts, documentation, and all other relevant materials pertaining to performance of this Program for a minimum of five (5) years after the expiration of this Agreement for this Program and any and all amendments thereto, unless a longer period of record retention is stipulated. City shall retain any and all records, accounts, documentation, and all other relevant materials pertaining to performance of the Program for a minimum of five (5) years after the conclusion or resolution of any and all audits or litigation relevant to this Program and related Agreement, unless a longer period of record retention is stipulated.
- B. At any time during the term of the Program, HCD may perform or cause to be performed, an independent financial audit of any and all phases of the Work. At HCD's request, the City shall provide, at its own expense, a financial audit prepared by a certified public accountant.
- C. City shall adequately document each transaction to permit the determination, through an audit if requested by HCD, of the accuracy of the records and the allowability of the expenditures paid in whole or in part, with Program funds. If the allowability of an expenditure cannot be determined because records or documentation are inadequate, the questionable expenditure shall be disallowed. The City shall reimburse HCD for the amount of any disallowed expenditures of the City or its agents or subcontractors. Determination by HCD of allowability of any expenditure shall be final.
- D. City agrees that HCD, or its delegatee shall have the right to review, obtain, and copy all records pertaining to performance of this Program/Agreement. City agrees to provide HCD or its delegatee with any relevant records, accounts, documentation, and all other relevant materials requested and shall permit HCD or its delegatee access to its premises, upon reasonable notice, during normal business hours for the purpose of interviewing employees and inspecting and copying such records, accounts, documentation, and all other materials relevant to a matter under investigation for the purpose of determining compliance with Gov. Code, section 8546.7, or pursuant to a financial audit under subsection B above. City further agrees to maintain such records for a period of five (5) years after final payment under the Program/Agreement.

XXIII. COMPLIANCE WITH STATE AND FEDERAL LAWS, RULES AND GUIDELINES

City agrees at all times to act with respect to the CalHome Program, CalHome activities, and to use the funds committed herein in conformity with all laws applicable to the CalHome Program including those of the State of California, all federal laws, all local rules or ordinances, all Program Requirements, including the CalHome Statutes and Guidelines. City also agrees to comply with all State and Federal laws, rules and regulations that pertain to construction, health and safety, labor, fair employment practices, equal opportunity, and all other matters applicable to the Work.

XXIV. REUSE ACCOUNT

All repayments of loan principal and any loan interest accrued (collectively “Program Income” or “PI”) will be deposited to a separately maintained CalHome Reuse Account. This is a separate account from the City’s active grant accounts. The City currently maintains a CalHome Reuse Account which includes deposits from all CalHome activities and for all CalHome grants from previously received Program funds. Within the one account the City identifies the grant source of the funds. See Attachment F for the City’s Reuse Account Plan.

XXV. LOAN SERVICING POLICIES AND PROCEDURES

The City has developed a Loan Servicing Plan (Attachment E), identifying loan servicing duties, such as process for monitoring continued owner-occupancy, verifying annual insurance requirements, calculating payoffs, etc.

XXVI. AMENDMENTS

Amendments to these guidelines may be made by the City whenever appropriate to improve Program effectiveness and to resolve problems. As part of the amendment adoption process, the City will review the policies of the funding source to ensure continuing compliance with published policies. Minor technical amendments will be made by City staff as the program progresses, to ensure proper administration of the program. Policy amendments will be taken before the City Council for their review and approval. Copies of amendments will be submitted to HCD for review and approval.

ATTACHMENT A

Annual Income Inclusions and Exclusions

Part 5 Inclusions

This table presents the Part 5 income inclusions as stated in the HUD Technical Guide for Determining Income and Allowances for HOME Program (Third Edition; January 2005).

General Category	(Last Modified: January 2005)
1. Income from wages, salaries, tips, etc.	The full amount, before any payroll deductions, of wages and salaries, overtime pay, commissions, fees, tips and bonuses, and other compensation for personal services.
2. Business Income	The net income from the operation of a business or profession. Expenditures for business expansion or amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation of assets used in a business or profession may be deducted, based on straight-line depreciation, as provided in Internal Revenue Service regulations. Any withdrawal of cash or assets from the operation of a business or profession will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested in the operation by the family.
3. Interest & Dividend Income	Interest, dividends, and other net income of any kind from real or personal property. Expenditures for amortization of capital indebtedness shall not be used as deductions in determining net income. An allowance for depreciation is permitted only as authorized in number 2 (above). Any withdrawal of cash or assets from an investment will be included in income, except to the extent the withdrawal is reimbursement of cash or assets invested by the family. Where the family has net family assets in excess of \$5,000, annual income shall include the greater of the actual income derived from all net family assets or a percentage of the value of such assets based on the current passbook savings rate, as determined by HUD.
4. Retirement & Insurance Income	The full amount of periodic amounts received from Social Security, annuities, insurance policies, retirement funds, pensions, disability or death benefits, and other similar types of periodic receipts, including a lump-sum amount or prospective monthly amounts for the delayed start of a periodic payment (except for certain exclusions, listed in Income Exclusions, number 14).
5. Unemployment & Disability Income	Payments in lieu of earnings, such as unemployment and disability compensation, worker's compensation and severance pay (except for certain exclusions, listed in Income Exclusions, number 3).
6. Welfare Assistance	Welfare Assistance. Welfare assistance payments made under the Temporary Assistance for Needy Families (TANF) program are included in annual income: • Qualify as assistance under the TANF program definition at 45 CFR 260.31; and • Are otherwise excluded from the calculation of annual income per 24 CFR 5.609(c). If the welfare assistance payment includes an amount specifically designated for shelter and utilities that is subject to adjustment by the welfare assistance agency in accordance with the actual cost of shelter and utilities, the amount of welfare assistance income to be included as income shall consist of: • the amount of the allowance or grant exclusive of the amount specifically designated for shelter or utilities; plus: • the maximum amount that the welfare assistance agency could in fact allow the family for shelter and utilities. If the family welfare assistance is reduced from the standard of need by applying a percentage, the amount calculated under 24 CFR 5.609 shall be the amount resulting from one application of the percentage.
7. Alimony, Child Support, & Gift Income	Periodic and determinable allowances, such as alimony and child support payments, and regular contributions or gifts received from organizations or from persons not residing in the dwelling.
8. Armed Forces Income	All regular pay, special pay, and allowances of a member of the Armed Forces (except as provided in number 8 of Income Exclusions).

Part 5 Exclusions

This table presents the Part 5 income exclusions as stated in the HUD Technical Guide for Determining Income and Allowances for HOME Program (Third Edition; January 2005).

General Category	(Last Modified: January 2005)
1. Income of Children	Income from employment of children (including foster children) under the age of 18 years.
2. Foster Care Payments	Payments received for the care of foster children or foster adults (usually persons with disabilities, unrelated to the tenant family, who are unable to live alone).

3. Inheritance and Insurance Income	Lump-sum additions to family assets, such as inheritances, insurance payments (including payments under health and accident insurance and worker's compensation), capital gains, and settlement for personal or property losses (except for certain exclusions, listed in Income Inclusions, number 5).
4. Medical Expense Reimbursements	Amounts received by the family that are specifically for, or in reimbursement of, the cost of medical expenses for any family member.
5. Income of Live-in Aides	Income of a live-in aide (as defined in 24 CFR 5.403).
6. Income from a Disabled Member	Certain increase in income of a disabled member of qualified families residing in HOME-assisted housing or receiving HOME tenant-based rental assistance (24 CFR 5.671 (a)).
7. Student Financial Aid	The full amount of student financial assistance paid directly to the student or to the educational institution.
8. "Hostile Fire" Pay	The special pay to a family member serving in the Armed Forces who is exposed to hostile fire.
9. Self-Sufficiency Program Income	a. Amounts received under training programs funded by HUD. b. Amounts received by a person with a disability that are disregarded for a limited time for purposes of Supplemental Security Income eligibility and benefits because they are set aside for use under a Plan to Attain Self-Sufficiency (PASS). c. Amounts received by a participant in other publicly assisted programs that are specifically for, or in reimbursement of, out-of-pocket expenses incurred (special equipment, clothing, transportation, childcare, etc.) and which are made solely to allow participation in a specific program. d. Amounts received under a resident service stipend. A resident service stipend is a modest amount (not to exceed \$200 per month) received by a resident for performing a service for the PHA or owner, on a part-time basis, that enhances the quality of life in the development. Such services may include, but are not limited to, fire patrol, hall monitoring, lawn maintenance, resident initiatives coordination, and serving as a member of the PHA's governing board. No resident may receive more than one such stipend during the same period of time. e. Incremental earnings and benefits resulting to any family member from participation in qualifying state or local employment training programs (including training not affiliated with a local government) and training of a family member as resident management staff. Amounts excluded by this provision must be received under employment training programs with clearly defined goals and objectives, and are excluded only for the period during which the family member participates in the employment-training program.
10. Gifts	Temporary, nonrecurring, or sporadic income (including gifts).
11. Reparation Payments	Reparation payments paid by a foreign government pursuant to claims filed under the laws of that government by persons who were persecuted during the Nazi era.
12. Income from Full-time Students	Earnings in excess of \$480 for each full-time student 18 years old or older (excluding the head of household or spouse).
13. Adoption Assistance Payments	Adoption assistance payments in excess of \$480 per adopted child.
14. Social Security & SSI Income	Deferred periodic amounts from supplemental security income and social security benefits that are received in a lump sum amount or in prospective monthly amounts.
15. Property Tax Refunds	Amounts received by the family in the form of refunds or rebates under state or local law for property taxes paid on the dwelling unit.
16. Home Care Assistance	Amounts paid by a state agency to a family with a member who has a developmental disability and is living at home to offset the cost of services and equipment needed to keep this developmentally disabled family member at home.
17. Other Federal Exclusions	Amounts specifically excluded by any other Federal statute from consideration as income for purposes of determining eligibility or benefits under a category of assistance programs that includes assistance under any program to which the exclusions set forth in 24 CFR 5.609(c) apply. A notice will be published in the Federal Register and distributed to housing owners identifying the benefits that qualify for this exclusion. Updates will be published and distributed when necessary. The following is a list of income sources that qualify for that exclusion: ▶ The value of the allotment provided to an eligible household under the Food Stamp Act of 1977; ▶ Payments to volunteers under the Domestic Volunteer Service Act of 1973 (employment through AmeriCorps, VISTA, Retired Senior Volunteer Program, Foster Grandparents Program, youthful offender incarceration alternatives, senior companions); ▶ Payments received under the Alaskan Native Claims Settlement Act; ▶ Income derived from the disposition of funds to the Grand River Band of Ottawa Indians; ▶ Income derived from certain submarginal land of the United States that is held in trust for certain Indian tribes; ▶ Payments or allowances made under the Department of Health and Human Services' Low-Income Home Energy Assistance Program. ▶ Payments received under the Maine Indian Claims Settlement Act of 1980 (25 U.S.C. 1721); ▶ The first \$2,000 of per capita shares received from judgment funds awarded by the Indian Claims Commission or the U.S. Claims Court and the interests of individual Indians in trust or restricted lands, including the first \$2,000 per year of income received by individual Indians from funds derived from interests held in such trust or restricted lands;

- ▶ Amounts of scholarships funded under Title IV of the Higher Education Act of 1965, including awards under the Federal work-study program or under the Bureau of Indian Affairs student assistance programs;
- ▶ Payments received from programs funded under Title V of the Older Americans Act of 1985 (Green Thumb, Senior Aides, Older American Community Service Employment Program);
- ▶ Payments received on or after January 1, 1989, from the Agent Orange Settlement Fund or any other fund established pursuant to the settlement in the In Re Agent Orange product liability litigation, M.D.L. No. 381 (E.D.N.Y.);
- ▶ Earned income tax credit refund payments received on or after January 1, 1991, including advanced earned income credit payments;
- ▶ The value of any child care provided or arranged (or any amount received as payment for such care or reimbursement for costs incurred for such care) under the Child Care and Development Block Grant Act of 1990;
- ▶ Payments received under programs funded in whole or in part under the Job Training Partnership Act (employment and training programs for Native Americans and migrant and seasonal farm workers, Job Corps, veterans employment programs, state job training programs and career intern programs, AmeriCorps).
- ▶ Payments by the Indians Claims Commission to the Confederated Tribes and Bands of Yakima Indian Nation or the Apache Tribe of Mescalero Reservation;
- ▶ Allowances, earnings, and payments to AmeriCorps participants under the National and Community Services Act of 1990;
- ▶ Any allowance paid under the provisions of 38 U.S.C. 1805 to a child suffering from spina bifida who is the child of a Vietnam veteran;
- ▶ Any amount of crime victim compensation (under the Victims of Crime Act) received through crime victim assistance (or payment or reimbursement of the cost of such assistance) as determined under the Victims of Crime Act because of the commission of a crime against the applicant under the Victims of Crime Act; and
- ▶ Allowances, earnings, and payments to individuals participating in programs under the Workforce Investment Act of 1998.

ATTACHMENT B

AGENDA ITEM NO. 5.

GROSS INCOME WORKSHEET

(use actual HCD form)

ASSETS				
Household Member	Assets Description	Current Value	Actual Income from Assets (Annualized)*	
1. Totals		1(a)	1(b)	
2. If line 1(a) is \$5,000 or less, enter 0 here and in line 6(d) below. Income from assets of \$5,000 or less is not included in the determination of income eligibility.			2.	
3. If line 1(a) is greater than \$5,000:				
(a) multiply line 1(a) by 2.0% and enter results here			3(a)	
(b) enter amount from line 1(b)			3(b)	
(c) Enter the greater of lines 3(a) or 3(b) here and in line 6(d) below.			3(c)	
ANTICIPATED <u>ANNUAL</u> INCOME *				
Household Member	a. Wages/ Salaries	b. Benefits/ Pensions	c. Other Income	d. Asset Income
6. Totals	a.	b.	c.	d.
7. Enter total of items from 6a.through 6d. (Total Income)				7.

* Use Wage Income Calculations Worksheet (includes method for annualizing amounts)

Completed and Reviewed by: _____ Date: _____

Annual Income Asset Inclusions and Exclusions

This table presents the Part 5 asset inclusions and exclusions as stated in the HUD Technical Guide for Determining Income and Allowances for HOME Program (Third Edition; January 2005).

Statements from 24 CFR Part 5 – Last Modified: January 2005

Inclusions

1. Cash held in savings accounts, checking accounts, safe deposit boxes, homes, etc. For savings accounts, use the current balance. For checking accounts, use the average 6-month balance. Assets held in foreign countries are considered assets.
2. Cash value of revocable trusts available to the applicant.
3. Equity in rental property or other capital investments. Equity is the estimated current market value of the asset less the unpaid balance on all loans secured by the asset and all reasonable costs (e.g., broker fees) that would be incurred in selling the asset. Under HOME, equity in the family's primary residence is not considered in the calculation of assets for owner-occupied rehabilitation projects.
4. Cash value of stocks, bonds, Treasury bills, certificates of deposit and money market accounts.
5. Individual retirement, 401(K), and Keogh accounts (even though withdrawal would result in a penalty).
6. Retirement and pension funds.
7. Cash value of life insurance policies available to the individual before death (e.g., surrender value of a whole life or universal life policy).
8. Personal property held as an investment such as gems, jewelry, coin collections, antique cars, etc.
9. Lump sum or one-time receipts, such as inheritances, capital gains, lottery winnings, victim's restitution, insurance settlements and other amounts not intended as periodic payments.
10. Mortgages or deeds of trust held by an applicant.

Exclusions

1. Necessary personal property, except as noted in number 8 of Inclusions, such as clothing, furniture, cars and vehicles specially equipped for persons with disabilities.
2. Interest in Indian trust lands.
3. Assets not effectively owned by the applicant. That is, when assets are held in an individual's name, but the assets and any income they earn accrue to the benefit of someone else who is not a member of the household and that other person is responsible for income taxes incurred on income generated by the asset.
4. Equity in cooperatives in which the family lives.
5. Assets not accessible to and that provide no income for the applicant.
6. Term life insurance policies (i.e., where there is no cash value).

Assets that are Part of an Active Business. "Business" does not include rental of properties that are held as an investment and not a main occupation.

ATTACHMENT D

AGENDA ITEM NO. 5.

LEAD-BASED PAINT

VISUAL ASSESSMENT, NOTICE OF PRESUMPTION, AND HAZARD REDUCTION FORM

Section 1: Background Information

Property Address: _____ No LBP found or LBP exempt ☐

Select one: Visual Assessment ☐ Presumption ☐ Hazard Reduction ☐

Section 2: Visual Assessment. Fill out Sections 1, 2, and 6. If paint stabilization is performed, also fill out Sections 4 and 5 after the work is completed.

Visual Assessment Date: _____ Report Date: _____

Check if no deteriorated paint found ☐

Attachment A: Summary where deteriorated paint was found.

Section 3: Notice of Presumption. Fill out Sections 1, 3, 5, and 6. Provide to occupant w/in 15 days of presumption.

Date of Presumption Notice: _____

Lead-based paint is presumed to be present ☐ and/or Lead-based paint **hazards** are presumed to be present ☐

Attachment B: Summary of Presumption:

Section 4: Notice of Lead-Based Paint Hazard Reduction Activity. Fill out Sections 1, 4, 5, and 6. Provide to occupant w/in 15 days of after work completed.

Date of Hazard Reduction Notice: _____

Initial Hazard Reduction Notice? Yes ☐ No ☐ Start & Completion Dates: _____

If "No", dates of previous Hazard Reduction Activity Notices: _____

Attachment C: Activity locations and types.

Attachment D: Location of building components with lead-based paint remaining in the rooms, spaces or areas where activities were conducted.

Attachment E: Attach clearance report(s), using DHS form 8552 (and 8551 for abatement activities)

Section 5: Resident Receipt of Notice for Presumption or Lead-Based Paint Hazard Reduction Activity

Printed Name: _____ Signature: _____ Date: _____

Section 6: Contact Information

Organization: _____

Contact Name: _____ Contact Signature: _____

Date: _____ Address: _____ Phone: _____

ATTACHMENT E

City of Clovis – Loan Servicing Policies and Procedures

The City of Clovis, hereafter called "City," has adopted these policies and procedures to preserve its financial interest in properties whose "Borrowers" have been assisted with public funds. The City will to the greatest extent possible follow these policies and procedures, but each loan will be evaluated and handled on a case-by-case basis. The City has formulated this document to comply with state and federal regulations regarding the use of these public funds and any property restrictions, which are associated with them.

1. Loan Repayments:

The City will collect monthly payments from those borrowers who are obligated to do so under Notes which are amortized promissory notes. Late fees will be charged for payments received after the assigned monthly due date.

For Notes which are deferred payment loans, the City will accept voluntary payments on the loan. Loan payments will be credited to principal. The Borrower may repay the loan balance, and any interest as applicable, at any time with no penalty. Partial repayments will be annotated in the City's loan portfolio, and individual homeowner file.

2. Annual Occupancy Restrictions and Certifications:

On owner-occupant loans, the City will require that Borrowers annually certify owner occupancy, during the term of the loan, by submitting utility bills and/or other documentation. For CDBG, some loans may have income and housing cost evaluations, which require a household to document that they are not able to make amortized loan payments, typically every five years. These loan terms are incorporated in the original Note and Deed of Trust. On HOME-funded loans, annual occupancy verification will occur between January 1 and 15 of each year for the term of the loan. Annual occupancy certifications will be consolidated into a once per year requirement occurring approximately October 15, of each year, for all Housing Programs.

NOTE: In regards to CalHome Program loans: 1) loans are not assumable, and cannot be reassigned if original Borrower is no longer occupying the assisted home; 2) when an owner is not residing in the home due to illness and/or hospitalization, the situation may be considered as a continued owner-occupancy only for the initial six months of absence.

3. Loan Discounting (Owner-Occupied Rehabilitation):

When actual costs to rehabilitate a home is lower than the amount borrowed in the Promissory Note, the City will discount the Note by writing the discount on the back of the Note and identifying the revised amount in the City's Loan Portfolio and File documentation.

4. Request for Payoff Demands:

City will process request for payoff demands by calculating loan payoffs, including any applicable interest schedules. The calculation will be provided to the owner, escrow officer, or City, with a "good until" date, at which time, if the loan isn't paid off in full, the Borrower will have to request and receive an updated payoff letter from the City.

Once the loan is paid in full, the City will draft and execute a Full Reconveyance, and have the notarized document recorded at the County Recorder's office. The repayment will be processed according to the funding program Reuse Account Plan, and the loan taken off of the City's loan portfolio.

5. Payment of Property Taxes and Insurance:

As part of keeping the loan from going into default, borrower must maintain property insurance coverage naming the City as loss payee. Except for HOME-funded loans, if borrower fails to maintain the necessary insurance, the City may take out force placed insurance to cover the property while the Borrower puts a new insurance policy in place. All costs for installing the necessary insurance will be added to the loan balance at time of installation of Borrower's new insurance.

When a property is located in a 100-year flood plain, the Borrower will be required to carry the necessary flood insurance. A certificate of insurance for flood and for standard property insurance with an endorsement naming the City of Clovis as City loss payee will be required at close of escrow. The City will verify the insurance on an annual basis.

Property taxes must be kept current during the term of the loan. If the Borrower fails to maintain payment of property taxes then the City may pay the taxes current and add the balance of the tax payment plus any penalties to the balance of the loan (not permissible when funded with HOME).

Wherever possible, the City encourages Borrower to have impound accounts set up with their first mortgagee wherein they pay their taxes and insurance as part of their monthly mortgage payment. The City will verify the continued payment of property taxes on an annual basis.

6. Required Request for Notice of Default:

When the Borrower's loan is in second position behind an existing first mortgage, it is the City's policy to prepare and record a "Request for Notice of Default" for each senior lien in front of City's loan. This document requires any senior lienholder listed in the notice to notify the City of initiation of a foreclosure action. The City will then have time to contact the Borrower and assist them in bringing the first loan current, if possible. The City can also monitor the foreclosure process and go through the necessary analysis to determine if the loan can be made whole or preserved. When the City is in a third position and receives notification of foreclosure from only one senior lienholder, it is in their best interest to contact any other senior lienholders regarding the status of their loans.

7. Required Noticing and Restrictions on Any Changes of Title or Occupancy:

In all cases where there is a change in title or occupancy or use, the Borrower must notify the City in writing of any change. City and Borrower will work together to ensure the property is kept in compliance with the original Program terms and conditions such that it remains available as an affordable home for low-income families. These types of changes are typical when Borrowers do estate planning (adding a relative to title) or if a Borrower dies and property is transferred to heirs or when the property is sold or

transferred as part of a business transaction. In some cases, the Borrower might move and turn the property into a rental unit without notifying the City. Changes in title or occupancy must be in keeping with the objective of benefit to low-income households (below 80 percent of AMI).

Change from owner-occupant to owner-occupant occurs at a sale. When a new owner-occupant is not low-income, the loan is not assumable and the loan balance is immediately due and payable. If the new owner-occupant qualifies as low-income, the purchaser may either pay the loan in full or assume all loan repayment obligations of the original owner-occupant, subject to the approval of the City's Loan Committee (depends on the program).

NOTE: CalHome Program loans are not assumable, and cannot be reassigned if original Borrower is no longer occupying the assisted home, unless the transfer meets the requirements in Section 8 below.

If a transfer of the property occurs through inheritance, the heir (as owner-occupant) may be provided the opportunity to assume the loan at an interest rate based on household size and household income, provided the heir is income eligible. If the heir intends to occupy the property and is not low-income, the balance of the loan is due and payable. For CDBG only, if the heir intends to act as an owner-investor (not permitted under HOME), the balance of the loan may be converted to an owner/investor interest rate and loan term and a rent limitation agreement is signed and recorded on title. All such changes are subject to the review and approval of the City's Loan Committee.

Change from owner-occupant to owner-investor occurs when an owner-occupant decides to move out and rent the assisted property, or if the property is sold to an investor. If the owner converts any assisted unit from owner-occupied to rental, the loan is due in full.

Conversion to use other than residential use is not allowable where the full use of the property is changed from residential to commercial or other. In some cases, Borrowers may request that the City allow for a partial conversion where some of the residence is used for a business but the household still resides in the property. Partial conversions can be allowed if it is reviewed and approved by any and all agencies required by local statute. If the use of the property is converted to a fully non-residential use, the loan balance is due and payable.

8. Request for CalHome Loan Transfer:

In regards to CalHome Loans, the following transfers of interest shall not require the repayment of the loan:

- Transfer to a surviving joint tenant by devise, descent, or operation of law on the death of a joint tenant;
- A transfer, in which the transferee is a person who occupies or will occupy the property, which is:
 - A transfer where the spouse becomes an owner of the property;

- A transfer resulting from a decree of dissolution of marriage, legal separation agreement, or from an incidental property settlement agreement by which the spouse becomes an owner of the property; or
- A transfer into an intervivos trust in which the Borrower is and remains the beneficiary and occupant of the property.

9. Requests for Subordinations after loan is Recorded:

When a Borrower wishes to refinance their existing first mortgage, they must submit a subordination request to the City. The City will subordinate their loan only when there is no "cash out" as part of the refinance. No cash out means there are no additional charges on the transaction above loan and escrow closing fees. There can be no third-party debt payoffs or additional encumbrances on the property above traditional refinance transaction costs. The refinance should lower the existing housing cost of the household. The total indebtedness on the property should not exceed the current market value except when the borrower is obtaining a HARP II or other similar federally approved refinance loan. If the HARP II or other similar financing is approved and meets all other requirements, combined Loan-To-Value will not be considered when reviewing the subordination request.

For CalHome Program loans: 1) the new senior lien must be for rate or term changes only, and may include financed closing costs; 2) the term of the new senior lien must mature concurrently or after the CalHome lien; 3) the new senior lien must be amortized for the entire period of the loan (negative amortization, balloon payments, or changes in payments are not allowed – all terms required of a first lien placed concurrently with a CalHome lien apply).

Also, the loan must:

- be fully amortized and have a fixed interest rate that does not exceed the current market rate, as established by an index identified in the most recent NOFA;
- not have a temporary interest rate buy-down;
- have a term "all due and payable" that matures prior to or concurrently with the maturity date of the Promissory Note. Therefore, the maturity date of the existing Promissory Note should be modified to coincide with the maturity date of the new first mortgage; and,
- not have a balloon payment due before the maturity date of the Program loan.

Upon receiving the proper documentation from the refinance City, the request will be considered by the loan committee for review and approval. Upon approval, the escrow company will provide the proper subordination document for execution and recordation by the Sponsor.

10. Process for Loan Foreclosure:

Upon any condition of loan default: 1) non-payment (if required); 2) lack of insurance or property tax payment; 3) change in title or use without approval; 4) default on senior loans, the City will send out a letter to the Borrower notifying them of the default

situation. If the default situation continues then the City may start a formal process of foreclosure.

When a senior lienholder starts a foreclosure process and the City is notified via a Request for Notice of Default, the City, who is the junior lienholder, may cancel the foreclosure proceedings by "reinstating" the senior lienholder. The reinstatement amount or payoff amount must be obtained by contacting the senior lienholder. This amount will include all delinquent payments, late charges and fees to date. City must confer with Borrower to determine if, upon paying the senior lienholder current, the Borrower can provide future payments. If this is the case then the City may cure the foreclosure and add the costs to the balance of the loan with a Notice of Additional Advance on the existing note.

If the City determines, based on information on the reinstatement amount and status of Borrower, that bringing the loan current will not preserve the loan, then staff must determine if it is cost effective to protect their position by paying off the senior lienholder in total and restructure the debt such that the unit is made affordable to the Borrower. If the City does not have sufficient funds to pay the senior lienholder in full, then they may choose to cure the senior lienholder and foreclose on the property themselves. As long as there is sufficient value in the property, the City can afford to pay for the foreclosure process and pay off the senior lienholder and retain some or all of their investment.

If the City decides to reinstate, the senior lienholder will accept the amount to reinstate the loan up until five (5) days prior to the set "foreclosure sale date." This "foreclosure sale date" usually occurs about four (4) to six (6) months from the date of recording of the "Notice of Default." If the City fails to reinstate the senior lienholder before five (5) days prior to the foreclosure sale date, the senior lienholder would then require a full pay off of the balance, plus costs, to cancel foreclosure. If the City determines the reinstatement and maintenance of the property not to be cost effective and allows the senior lienholder to complete foreclosure, the City's lien may be eliminated due to insufficient sales proceeds.

11. City as Senior Lienholder

When the City is first position as a senior lienholder, active collection efforts will begin on any loan that is 31 or more days in arrears. Attempts will be made to assist the homeowner in bringing and keeping the loan current. These attempts will be conveyed in an increasingly urgent manner until loan payments have reached 90 days in arrears, at which time the City may consider foreclosure. City's staff will consider the following factors before initiating foreclosure:

- Can the loan be cured and can the rates and terms be adjusted to allow for affordable payments such that foreclosure is not necessary?
- Can the Borrower refinance with a private City and pay off the City?
- Can the Borrower sell the property and pay off the City?
 - Does the balance warrant foreclosure? (If the balance is under \$5,000, the expense to foreclose may not be worth pursuing.)

- Will the sales price of home "as is" cover the principal balance owing, necessary advances, (maintain fire insurance, maintain or bring current delinquent property taxes, monthly yard maintenance, periodic inspections of property to prevent vandalism, etc.) foreclosure, and
- Will there be marketing costs?

If the balance is substantial and all of the above factors have been considered, the City may "opt to initiate foreclosure. The Borrower must receive, by certified mail, a thirty-day notification of foreclosure initiation. This notification must include the exact amount of funds to be remitted to the City to prevent foreclosure (such as, funds to bring a delinquent BMIR current or pay off a DPL).

At the end of thirty days, the City should contact a reputable foreclosure service or local title company to prepare and record foreclosure documents and make all necessary notifications to the owner and junior lienholders. The service will advise the City of all required documentation to initiate foreclosure (Note and Deed of Trust usually) and funds required from the owner to cancel foreclosure proceedings. The service will keep the City informed of the progress of the foreclosure proceedings.

When the process is completed, and the property has "reverted to the beneficiary" at the foreclosure sale, the City could sell the home themselves under a homebuyer program or use it for an affordable rental property managed by a local housing authority or use it for transitional housing facility or other eligible use. The City could contract with a local real estate broker to list and sell the home and use those proceeds for program income eligible uses.

12. Records Retention

The Originals of legal documents (i.e. Promissory Note, Deed of Trust, Request for Notice of Default or Sale, Reconveyances and Cancelled Loan documents, etc.) will be kept in a secure location with restricted access.

All documentation pertaining to the applications, loans, inspections, work write-ups, etc., or the operation of the City's Housing Program will remain available to funding agency staff for three years after termination of the funding Agreement, or as required by the agency.

ATTACHMENT F

City of Clovis – Reuse Account Plan (CalHome Program)

The City of Clovis (“City”) commits to maintaining policies and procedures that segregate CalHome funds for future reuse. This reuse account plan is intended to satisfy the requirements specified in Article 2, Section 7724 of the CalHome Program, Title 25 California Code of Regulations, Division 1, Chapter 7, sub Chapter 9, commencing with Section 7715. CalHome loans shall be managed in accordance with the following policies:

1. All repayments of CalHome loan principal and interest shall be received by the City and deposited into a separate reuse account maintained by the City’s Finance Department. The City provides a detailed tracking system to document CalHome loans, including borrower name and address, loan/reference number, grant year, APN, date loan was provided and date of loan maturity, and principal and interest.
2. The reuse account shall be an interest-bearing account into which all earned interest shall be deposited. Interest earned shall be considered reuse funds and will be reused for CalHome Program eligible purposes.
3. All funds deposited into the reuse account shall be the property of the City.
4. All CalHome reuse funds shall be expended in accordance with CalHome Program regulations. This includes, but is not limited to, restriction on income levels of recipients, homebuyer education requirements, and maximum loan amounts.
5. Reuse funds may be used for CalHome Program eligible activities, including the following:
 - a. First-time homebuyer mortgage assistance;
 - b. Cost of homebuyer education for each borrower receiving mortgage assistance from the reuse account (not to exceed maximum CalHome allowance);
 - c. Loan processing administrative costs, as applicable, in accordance with CalHome Program requirements in effect at the time of the loan;
 - d. Up to five percent (5%) for loan servicing;
 - e. Owner-occupied rehabilitation assistance;
 - f. Mobile home replacement; and
 - g. Housing development projects.
6. A portion of the funds deposited in the CalHome reuse account may be used to pay for the delivery of CalHome activities funded from the reuse account. The amount is dependent upon the activity funded and is calculated as a percentage of the loan made.
7. Reuse funds will only be used within the city limits of Clovis.
8. The City will strive to utilize CalHome reuse funds on an ongoing basis.
9. The City will comply with all HCD reporting requirements regarding the use of CalHome reuse funds.
10. The City shall allow HCD full access to the reuse account records for the purpose of determining the City’s compliance with CalHome regulations.
11. The City has the authority to amend this document. All amendments to the Reuse Account Plan are subject to final approval by HCD.



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services Department

DATE: March 4, 2025

SUBJECT: General Services – Approval - Res. 25-____, Adopting Amendments to the Deputy City Engineer Salary Schedule.

ATTACHMENTS: 1. Resolution 25-____, Salary Schedule

RECOMMENDATION

For the City Council to approve a resolution authorizing an amendment to the Deputy City Engineer position salary schedule.

EXECUTIVE SUMMARY

The Planning and Development Services Department is requesting an amendment to the pay scale for the Deputy City Engineer position to ensure equity with the Principal Utilities Engineer classification. This position is classified as a management position and works directly with both the City Engineer and the Planning and Development Services Director. The increased responsibilities associated with this position should be reflected in a pay scale comparable to that of the Principal Utilities Engineer.

BACKGROUND

The Deputy City Engineer position has been vacant since 2008, and the Department is currently recruiting for it. Due to this prolonged vacancy, the current pay scale has become outdated with the Deputy City Engineer's salary being 10% lower than that of the Principal Utilities Engineer. Both positions require similar qualifications and entail equally challenging job duties. It is requested that the pay scale be adjusted to better reflect the responsibilities of the position. The proposed adjustment would increase all five salary steps for the Deputy City Engineer position by 10%. The current monthly salary range for the Deputy City Engineer is \$11,367 to \$13,817, while the new proposed range would be \$12,513 to \$15,210.

FISCAL IMPACT

There is sufficient funding for this adjustment within the existing Planning and Development Services budget. The position was budgeted in the FY 2024-2025 budget and the position is currently vacant.

REASON FOR RECOMMENDATION

The Deputy City Engineer's pay scale will be amended to reflect the increase in job responsibilities that are equivalent to the Principal Utilities Engineer.

ACTIONS FOLLOWING APPROVAL

The management salary schedule for the Deputy City Engineer will be amended as proposed.

CONFLICT OF INTEREST

None.

Prepared by: Lori Shively, Deputy General Services Director

Reviewed by: City Manager AS

RESOLUTION 25-____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING
AMENDMENTS TO THE CITY'S MANAGEMENT SALARY SCHEDULE FOR THE
DEPUTY CITY ENGINEER CLASSIFICATION IN THE PLANNING AND
DEVELOPMENT SERVICES DEPARTMENT**

WHEREAS, it has been determined that amendments to the management salary schedule related to the Deputy City Engineer classification are necessary to solve the internal equity issues; and

WHEREAS, the amendments are also necessary due to the additional responsibilities of the Deputy City Engineer position; and

WHEREAS, modification of the City's Management Salary Schedule requires authorization by the City Council.

NOW THEREFORE, BE IT RESOLVED, that the City of Clovis will modify the City's Management Salary Schedule to include the Deputy City Engineer change noted in **Attachment A**.

* * * * *

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 4, 2025, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dated: March 4, 2025

Mayor

City Clerk

Management Salary Schedule Amendment

Deputy City Engineer	Step 1	Step 2	Step 3	Step 4	Step 5
Current Salary Range	\$11,367	\$11,935	\$12,532	\$13,159	\$13,817
Proposed Salary Range	\$12,513	\$13,139	\$13,796	\$14,486	\$15,210



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: General Services Department

DATE: March 4, 2025

SUBJECT: General Services – Approval – Res. 25-____, Amending the City's FY 2024-2025 Position Allocation Plan by adding three (3) Police Officer/Recruits, one (1) Animal Control Officer, one (1) Community Service Officer, and one (1) Police Records Specialist I position within the Police Department.

ATTACHMENTS: 1. Resolution 25-____ Position Allocation Plan

RECOMMENDATION

For City Council to approve a resolution amending the City's FY 2024-2025 Position Allocation Plan by adding three (3) Police Officer/Recruit positions, one (1) Animal Control Officer position, one (1) Community Service Officer position, and one (1) Police Records Specialist I position within the Police Department.

EXECUTIVE SUMMARY

Currently, the Police Department is authorized to have eighty-six (86) Police Officer/Recruits, six (6) Animal Control Officers, fifteen (15) Community Service Officers, and seven (7) Police Records Specialist I positions. However, to accommodate the City's growth, the Department needs to add three (3) Police Officer/Recruit positions, one (1) Animal Control Officer, one (1) Community Service Officer, and one (1) Police Records Specialist I position. Council approval is required to amend the Position Allocation Plan.

BACKGROUND

The Police Department has evaluated its work assignments and determined the need to add positions to the Position Allocation Plan. Adding three (3) Police Officer/Recruit positions, one (1) Animal Control Officer, one (1) Community Service Officer, and one (1) Police Records Specialist I position will better support the department's current operations. A recent assessment concluded that these positions are necessary to provide adequate support and address the growing needs of the community. Consequently, changes to the position allocation are required, necessitating an amendment to the City's Position Allocation Plan and approval from the City Council.

FISCAL IMPACT

The fiscal impact of salary and benefits for the remainder of FY 2024-2025 is approximately an additional \$128,000. There are adequate funds in the Police Department budget to cover the costs of these positions for this fiscal year.

REASON FOR RECOMMENDATION

The addition of three (3) Police Officer/Recruit positions, one (1) Animal Control Officer, one (1) Community Service Officer, and one (1) Police Records Specialist I, reflects the evolving level of responsibility for staff needed within the Police Department.

ACTIONS FOLLOWING APPROVAL

The position allocation for the Police Department will be modified as noted in Attachment A of Attachment 1.

CONFLICT OF INTEREST

None.

Prepared by: Lori Shively, Deputy General Services Director

Reviewed by: City Manager AA

RESOLUTION 25-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING AMENDMENTS TO THE CITY'S FY 2024-2025 POSITION ALLOCATION PLAN

WHEREAS, the FY 2024-2025 Position Allocation Plan in the Police Department was approved as part of the FY 2024-2025 City Budget adoption process; and

WHEREAS, a review of the Police Department's staffing needs indicates that adding three (3) Police Officer/Recruit positions, one (1) Animal Control Officer, one (1) Community Service Officer, and one (1) Police Records Specialist I position is necessary to provide the required support for the department; and

WHEREAS, amending the City's adopted FY 2024-2025 Position Allocation Plan requires City Council authorization.

NOW THEREFORE, BE IT RESOLVED that the City of Clovis shall amend the City's FY 2024-2025 Position Allocation Plan as noted in Attachment A.

* * * * *

The foregoing Resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 4, 2025, by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: March 4, 2025

Mayor

City Clerk

POSITION ALLOCATION ADJUSTMENT BY DEPARTMENT FY 2024-2025

<u>DEPARTMENT</u>	<u>NUMBER OF POSITIONS</u>
--------------------------	-----------------------------------

Police

Add: Police Officer/Recruit	3.0
Add: Animal Control Officer	1.0
Add: Community Service Officer	1.0
Add: Police Records Specialist I	1.0



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Administration

DATE: March 4, 2025

SUBJECT: Workshop - Community Facilities District (CFD) for maintenance and operation services.

Staff: Paul Armendariz, Interim Assistant City Manager

Recommendation: Provide Direction

ATTACHMENTS: None.

RECOMMENDATION

For the City Council to provide direction and consider authorizing staff to proceed with the formation process of a Maintenance Community Facilities District (CFD) to provide funding for the ongoing maintenance and operation of public facilities such as landscaping, parks, street lighting, traffic signals and other community amenities.

EXECUTIVE SUMMARY

The City has experienced unsustainable cost increases to the streetlighting and traffic signal budget, primarily due to PG&E rate increases over the past several years. Funding of streetlights is currently paid for by the General Fund and Highway User Tax Account (HUTA). As new streetlights and traffic signals are being added in the City, this has placed an additional strain on the current funds available. Consequently, City staff are exploring alternative funding mechanisms to support new growth areas.

Additionally, the City currently uses a Landscape Maintenance District (LMD) to fund the maintenance of public landscaping. The creation of a Maintenance CFD for future growth areas would provide a more comprehensive approach for funding City public facilities and amenities and could be used instead of an LMD.

The primary purpose of Maintenance CFDs is to ensure that public amenities and infrastructure are well-maintained and continue to provide benefits to the community. Maintenance CFDs are funded through special taxes levied on properties within the district. These taxes are typically collected annually and are used exclusively for the maintenance and operation of the specified facilities and infrastructure.

The special tax rate for Maintenance CFDs is set based on the estimated costs of maintaining the facilities and infrastructure. This rate may be adjusted annually to account for inflation or changes in maintenance costs. The Rate and Method of Apportionment (RMA) approved at CFD formation and for each subsequent annexation outlines how the special tax is calculated and distributed among properties within the CFD.

BACKGROUND

Community Facilities Districts (CFDs) in California are special tax districts created under the Mello-Roos Community Facilities Act of 1982. They provide funding for various public improvements and ongoing services within a specific area. Maintenance CFDs can fund a broad range of public services including but not limited to, operations and maintenance of street lighting, traffic signals, public landscaping, and parks. A special tax is levied on the property tax bill of taxable property within the district boundaries.

The maximum tax rate for a CFD is set through a process that involves several steps:

1. **Formation of the CFD:** The process begins with the formation of the CFD, which can be initiated by registered voters, landowners, or members of a legislative body. The formation includes adopting local goals and policies outlining the criteria under which CFDs may be used for facilities, services, or both.
2. **Rate and Method of Apportionment (RMA):** The Rate and Method of Apportionment (RMA) is established, which outlines how the special tax will be levied on properties within the CFD. The RMA considers factors such as property size, land use, and the benefits received from the funded improvements or services.
3. **Approval by Voters or Landowners:** The proposed special tax rate must be approved by either the registered voters residing within the CFD boundaries or the landowners if there are fewer than 12 registered voters. A two-thirds majority is required for approval. It is common for these types of proceedings to be conducted with landowner voters who will agree to waive many election requirements.
4. **Annual Adjustments:** Once the CFD is established and the special tax rate is approved pursuant to the RMA, the maximum special rate may be subject to annual adjustments based the Consumer Price Index (CPI) or other inflationary measures. These adjustments ensure that the tax rate remains sufficient to cover the costs of the funded improvements or services.
5. **Ongoing Administration:** The CFD requires ongoing administration to ensure that the special taxes are collected and used appropriately. This includes annual disclosure reports and presentations to the relevant governing bodies.

FISCAL IMPACT

Establishment of a Maintenance CFD will provide a long-term sustainable funding source as the City continues to develop and add community amenities. A CFD could alleviate use of existing funding mechanisms, like General Fund and HUTA, going forward and allow those funds to be used for other city services and resources.

REASON FOR RECOMMENDATION

Establishing a maintenance CFD for future development will help ensure a sustainable funding mechanism for the operation and maintenance of public improvements. This will help ensure a

long-term upkeep of community facilities, preserving property values and enhancing quality of life. Costs are shared among property owners who benefit from the maintained facilities and services commensurate to the level of maintenance and improvements for each respective community.

ACTIONS FOLLOWING APPROVAL

Staff will work with a consultant to determine the CFD special tax structure and maximum rates. Should this be approved, staff will work to identify an initial boundary of the CFD which will likely encompass undeveloped property. An adoption of a Resolution of Intention to Establish a CFD would then be brought to Council for consideration and a Public Hearing and landowner election would follow.

CONFLICT OF INTEREST

None.

Prepared by: Paul Armendariz, Interim Assistant City Manager

Reviewed by: City Manager AA



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Administration

DATE: March 4, 2025

SUBJECT: Provide Direction – Discussion and guidance on defining the criteria and establishing the Measure Y Oversight Committee.

Staff: Briana Parra, City Clerk

Recommendation: Provide Direction

ATTACHMENTS: None.

RECOMMENDATION

Based on recent Council direction, Staff recommends that the City Council discuss potential criteria for establishing the Measure Y Oversight Committee and provide direction on the desired committee composition, appointment, responsibilities, and its structure, terms, and any other desired requirements for the proposed resolution to be brought back for Council consideration.

EXECUTIVE SUMMARY

On January 21, 2025, the City Council directed staff to explore the establishment of a Measure Y Oversight Committee, including best practices for structuring and operating the committee to ensure transparency and accountability.

Staff has reviewed oversight committees established recently in other cities with approved tax measures last November. The specific committees of the other cities are addressed below. To ensure the effectiveness of the committee, staff seeks Council's direction on key aspects, including member appointment, term lengths, potential qualification requirements (such as financial, legal, or community service backgrounds), oversight scope, meeting frequency, and reporting to the Council. Based on the committees' staff reviewed elsewhere, it is recommended the committee meet annually to review Measure Y expenditures and fiscal reports from the previous fiscal year and could provide recommendations to the City Council for anticipated future spending.

Council's guidance will shape the formation of the Measure Y Oversight Committee, ensuring it functions as a transparent and effective advisory body.

BACKGROUND

On November 5, 2024, Clovis voters approved Measure Y, a ballot measure implementing a 1.0% Transactions and Use Tax within the City of Clovis. The measure passed with 66.92% of the vote and will take effect on April 1, 2025. This general tax will generate additional revenue for various lawful purposes, including, but not limited to, maintaining 9-1-1 emergency medical, police, fire, and paramedic response; fire protection; police patrols; keeping public areas safe and clean; retaining local small businesses and jobs; protecting local drinking water sources; accelerating repairs to streets and roads; addressing homelessness; maintaining youth programs and parks; and other general City services. On December 16, 2025, the City Council formalized an agreement with the California Department of Tax and Fee Administration (CDTFA) for the collection and administration of Measure Y funds.

Currently, there is no oversight committee to monitor the funds generated by Measure Y. On January 21, 2025, the City Council expressed interest in establishing a Measure Y Oversight Committee to ensure transparency and public accountability in the use of the additional general fund revenue generated by the Measure Y tax. To develop an effective oversight structure, staff examined best practices in financial oversight, community representation, and accountability from similar committees in other cities.

Based on this review, staff recommends the creation of a five-member Measure Y Oversight Committee, with each City Councilmember appointing one representative. The committee would meet annually to review Measure Y expenditures, ensure funds are used as intended, and provide recommendations to the City Council. As an advisory body, the committee would enhance transparency and accountability in the expenditure of Measure Y tax revenue.

Staff seeks Council's direction on the following key elements to establish the committee, which can be formally established by resolution.

- Committee Member Qualifications: Should members have backgrounds in finance, law, community service or some other desired expertise?
- Committee Formation Process: How many members are desired and how should members be selected and appointed?
- Appointment Term Lengths: What should be the duration of committee member appointments?
- Oversight Scope: What role should the committee play in reviewing expenditures and making recommendations?
- Reporting Requirements: How should the committee report its findings to the Council?
- Length of the Committee's Existence: Should it remain active for the duration of Measure Y's funding or have a specific end date?

Council's direction on these elements will help staff and the City Attorney's office prepare the necessary resolution.

COMPARING OVERSIGHT COMMITTEES IN OTHER CITIES

Several cities have recently implemented oversight committees for tax measures similar to Measure Y. Below are some key features from those cities that could inform the structure of Clovis' committee: through an

Rio Vista: Voters approved Measure K, a 1% Transactions and Use Tax, in November 2024, for a period of five years, taking effect on April 1, 2025. The Measure K Oversight Committee was established by ordinance and resolution to ensure proper oversight of tax revenues. It consists of five members, with an additional non-voting City Council liaison serving a one-year term. The committee meets quarterly to review the annual independent audit of Measure K revenues and expenditures, advising the City Council on spending priorities.

Hanford: Voters approved Measure H, a 1% Transactions and Use Tax, in November 2024, comprised of nine (9) members appointed at-large through an application process and interview with City Council. Five members serve an initial three-year term, while four members serve an initial two-year term. The Measure H Oversight Board is responsible for reviewing expenditures, analyzing independent audits, and advising the City Council on budget priorities and expenditure plans.

Westminster: Voters approved Measure E in November 2024, implementing a 0.5% Transactions and Use Tax. The Measure E Oversight Committee, composed of five members appointed by City Councilmembers, each serves at the pleasure of the appointing Councilmember and will serve until the Councilmember leaves office or until the sunset of Measure E. The committee is responsible for reviewing the City's audited financial reports and budget reports related to Measure E before presenting findings to the City Council.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

The recommendation is based on staff's best practices for transparency, accountability, and effective oversight to ensure Measure Y funds are reviewed and aligned with the communities' top priorities.

ACTIONS FOLLOWING APPROVAL

Following Council direction and feedback, a draft resolution will be prepared for the formation of a Measure Y Oversight Committee and return to Council for further consideration and action.

CONFLICT OF INTEREST

None.

Prepared by: Briana Parra, City Clerk

Reviewed by: City Manager AM



CITY *of* CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services Department

DATE: March 4, 2025

SUBJECT: Consider various actions associated with CIP 16-19, the State Route 168/Enterprise Canal Pedestrian Bridge Project, east of Temperance Avenue and south of Owens Mountain Parkway.

a. Consider Approval - Res. 25-__, A resolution of the City Council adopting an environmental finding of a negative declaration as a responsible agency under CEQA Guidelines Section 15381.

b. Consider Approval - A request for the City Council to approve the completed Phase 1 of the project consisting of preliminary design, architectural aesthetics evaluation study, preliminary geotechnical investigation, environmental clearance, and community outreach meetings.

c. Consider Approval – A request for the City Council to approve terminating Phase 2 of the project consisting of right of way acquisition, and final design including plans, specifications, and estimate.

Staff: Fernando Copetti, Supervising Civil Engineer/Ryan Burnett, Engineering Program Manager

Recommendation: Approve

ATTACHMENTS:

1. Vicinity Map
2. Bridge Preliminary Plans
3. Cost Estimates
4. Project Report
5. Staff Report from January 2022 Council Meeting
6. Res. 25-__, CEQA Guidelines Section 15381
7. Initial Study/Negative Declaration

RECOMMENDATION

1. For the City Council to approve the attached Res. 25-____, CEQA Guidelines Section 15381.
2. For the City Council to approve Phase 1 of the project consisting of preliminary design, architectural aesthetics evaluation study, preliminary geotechnical investigation, environmental clearance, and community outreach meetings.
3. For the City Council to approve terminating Phase 2 of the project consisting of right of way acquisition, and final design including plans, specifications, and estimate.

EXECUTIVE SUMMARY

City staff, in collaboration with our Consultant, Biggs Cardosa Associates, Inc. (BCA), have completed Phase 1 of the State Route 168 / Enterprise Canal Pedestrian Bridge project which includes preliminary design, architectural aesthetics evaluation study, preliminary geotechnical investigation, environmental clearance, and community outreach meetings.

In January 2022, with ongoing work in Phase 1, Staff presented to City Council a project status update and provided three options for council's consideration as follows:

- Option 1: Complete all Phase 1 work and then terminate the design contract with BCA.
- Option 2: Complete all Phase 1 and Phase 2 work and seek additional design funds to finish all associated tasks.
- Option 3: Immediately terminate the design contract with BCA.

Staff explained the consequences of each option including the impact on the project deliverables and financial implications. Staff recommended Option 3 due to the substantially higher than expected construction estimates and the fiscal hurdles encountered throughout the project. City Council directed staff to complete Phase 1 and then take the item back to Council to determine whether to move forward into final design and preparation of construction documents, Phase 2. The staff report from the January 2022 council meeting is provided in Attachment 5 as reference.

Since January of 2022, staff has been working with BCA and Caltrans to complete Phase 1 work. Community outreach was performed via two workshops to obtain feedback from residents. The project has environmental clearance in accordance with California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). Phase 1 has been completed. Staff is now seeking City Council approval for Phase 1. After the City has approved Phase 1; Caltrans, who is acting as the lead agency for environmental review, will take the item to the California Transportation Commission in accordance with Caltrans process for their approval. This project is required to follow the Caltrans process because the bridge improvements are within State Route 168.

Staff and BCA developed three bridge type concepts and their respective construction estimates. The estimates are significantly higher than originally estimated. The table below shows the increased estimated costs over the years.

Year	Estimated Cost	Caltrans Box Girder	Tied-Arch Signature	Cable-Stayed Signature
2018	Construction	--	\$6.5M	\$6.5M
	*Total	--	\$10.5M	\$10.5M
2022	Construction	\$10.7M	\$15.1M	\$17.5M
	*Total	\$15.7M	\$22.7M	\$24.9M
2024	Construction	\$14.9M	\$27.5M	\$29.1M
	*Total	\$20.7M	\$36.6M	\$38.8M

*Total cost includes right-of-way acquisition, design services and construction support

Due to substantially higher than expected construction estimates, limited grant funding opportunities of this magnitude, lack of local funds to leverage grants, and staffing resources; Staff is recommending approving Phase 1 with selection of Caltrans Box Girder Bridge for environmental clearance purposes and to terminate Phase 2. The studies and documentation prepared for Phase I can be used to support grant proposals for any future phases of the project.

BACKGROUND

The City's goal for the Class I trail/pedestrian bridge over State Route 168 is to provide safe and efficient movement of pedestrians and bicyclists along the Enterprise Canal Trail. The proposed project also serves to improve air quality, decrease traffic congestion, and reduce the potential of vehicle related collisions with bicycles and pedestrians. Currently the Enterprise Canal Trail terminates north of Owens Mountain Parkway, where bicyclists and pedestrians are routed to Temperance Avenue. Without the pedestrian bridge, trail users who wish to continue to the portion of the Enterprise Canal bank and future trail that lies south of the freeway must make their way to Temperance Avenue where they would cross under State Route 168 utilizing existing sidewalks and bicycle lanes.



Figure 1

Phase 1 included preliminary engineering design, architectural aesthetics evaluation study, preliminary geotechnical investigation, coordination with stakeholders, community workshops, environmental clearance in compliance with CEQA & NEPA, and a Final Project Report consistent with Caltrans guidelines. BCA worked with staff to develop three bridge type concepts with a recommended alignment. The main goal during the preliminary design process was to provide a functional bridge across SR-168 to connect the missing link, while keeping in mind impacts to the environment and adjacent properties. In addition, staff saw this as an opportunity to create a distinctive, iconic architectural landmark for the City of Clovis. The three bridge types are presented below.



Figure 2 – Caltrans Standard Box Girder Bridge: \$20.7M Total Cost



Figure 3 – Signature Tied-Arch Bridge: \$36.6M Total Cost



Figure 3A – Signature Tied-Arch Bridge: \$36.6M Total Cost



Figure 4 – Signature Cable-Stayed Bridge: \$36.8M Total Cost



Figure 4A – Signature Cable-Stayed Bridge: \$36.8M Total Cost

The City held two community workshops at Miss Winkles Pet Adoption Center Community Room on January 25th and July 12th in 2023. Community input was actively solicited from the workshop participants through a facilitated discussion and live polling activities aimed at gauging the community's preferences for the bridge structure options. The purpose of the workshop was to present the bridge alignment, obtain input from the residents for bridge design type, and provide additional information about other design amenities that can enhance the structure. Workshop participants were asked to pick the bridge structure type that they most preferred. The results were as follows: 42% votes for Caltrans Box Girder, 32% Tied-Arch, 26% Cable-Stayed.

Studies were performed that evaluated environmental impacts including but not limited to noise, air quality, biological resources, historic property, etc. The appropriate mitigation measures were identified and environmental clearance was obtained. City staff and BCA developed a matrix to rank the three bridge types, as required to complete the environmental reports. The design elements considered for the ranking were the following: construction cost, iconic structure features, superstructure depth, column within SR-168 median, community acceptance, right-of-way impacts, environmental impacts, utility impacts, constructability, rideability, construction schedule, and maintenance & inspection cost. A weight factor was issued to each design element. The items with the heaviest weight factors were construction cost, iconic structure features, and maintenance & inspection cost. Although the cable-stayed and tied-arch signature bridges scored higher than the Caltrans box girder in iconic structure category, there was a big difference in construction cost and maintenance where the box girder clearly came on top. The total estimated cost is almost double for a signature cable-stayed compared to a standard box girder. In addition, a standard box girder bridge would be mostly maintained by Caltrans, whereas a signature bridge would require specialty maintenance which Caltrans would defer to the City. Maintenance responsibilities would ultimately be finalized through an agreement with Caltrans during Phase 2. It is estimated that maintenance and inspection for the signature bridges to be approximately \$7M throughout the 75-year design life. For those reasons, staff is recommending to approve Phase 1 work with the Caltrans standard box girder as the preferred bridge type. Although a box girder is not a signature bridge, there are architectural treatments and other design elements that can be implemented to enhance the structure. Some examples include lighting, handrailing, surface texture treatments, monuments, landscaping, and public art.

California Environmental Quality Act (CEQA)

Caltrans, as the lead agency under CEQA for this project, has completed an Initial Study assessing the project's impact on natural and manmade environments, as required by the State of California. In summary, environmental impacts were all determined to be less than significant. Caltrans adopted a Negative Declaration for this project on December 27, 2024.

City staff worked with Caltrans in the preparation of the Initial Study. The City of Clovis is considered a responsible agency under CEQA Guidelines Section 15381. Staff is recommending the City Council review and consider the attached Initial Study and Negative Declaration and approve Attachment 6 CEQA Resolution.

FISCAL IMPACT

The City has \$2,093,293 in Congestion Mitigation and Air Quality (CMAQ) grant funding for the design of this project with no requirement of a local match. The City also obtained a state earmark for the project in the amount of \$2,000,000. To date, there has been \$732,765 expended for Phase 1 of the design phase. Initially it was understood that if the bridge is not constructed, the City would then be required to pay back the money spent to date, because the work identified in the grant included construction. However, Caltrans, who administers the grant, has confirmed that the City is not required to pay it back. Any unused grant or earmark funds would revert back or return to the source of those funds.

REASON FOR RECOMMENDATION

Staff recommends approving the completed work for Phase 1, which includes the preliminary design, architectural aesthetics evaluation study, preliminary geotechnical investigation, environmental clearance, and community outreach meetings. This will provide a comprehensive package that can be utilized in any future efforts to secure grant funding for final design, right of way acquisition, and construction.

At this time, given the low probability of obtaining the full grant funding required and the availability of staffing resources for other capital improvement projects, staff recommends terminating Phase 2, which includes final design and construction documents. The cost estimates have increased significantly year over year due to rising material and construction expenses. The figures presented in the table above reflect current costs, but the total will likely be even higher when construction begins in 3-5 years. Additionally, there are limited grant opportunities of this scale, and to enhance the chances of securing funding, the City would likely need to contribute at least 20% (approximately \$4 million) in local match funds.

ACTIONS FOLLOWING APPROVAL

Staff will implement Council direction and will receive and file the approval of Phase 1 of the State Route 168 / Enterprise Canal Pedestrian Bridge Project. Staff will also work with Caltrans to get this item approved by the California Transportation Commission.

CONFLICT OF INTEREST

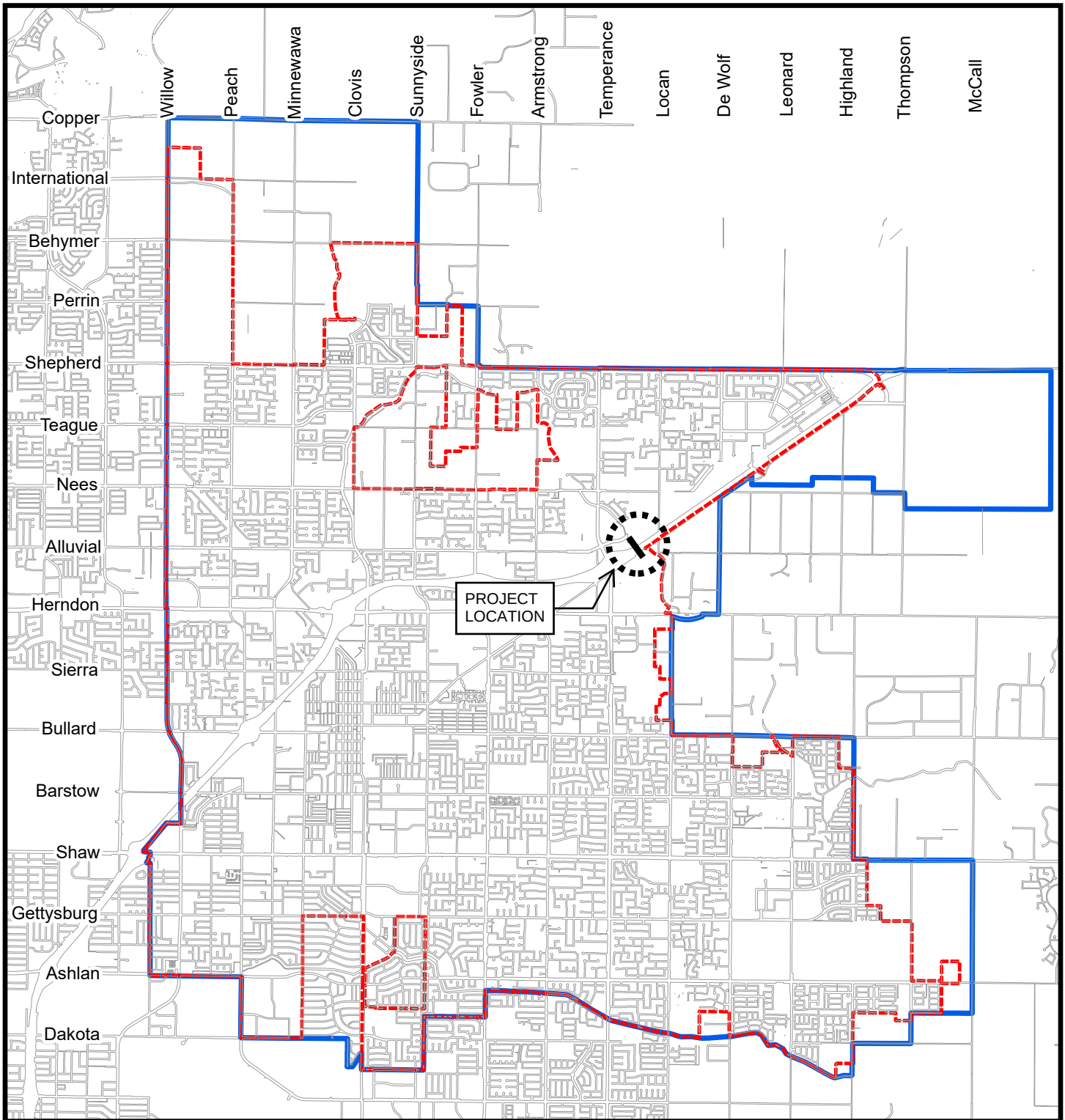
None.

Prepared by: Fernando Copetti, Supervising Civil Engineer / Ryan Burnett, Engineering Program Manager

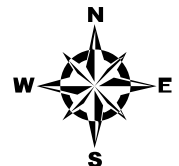
Reviewed by: City Manager AK

VICINITY MAP

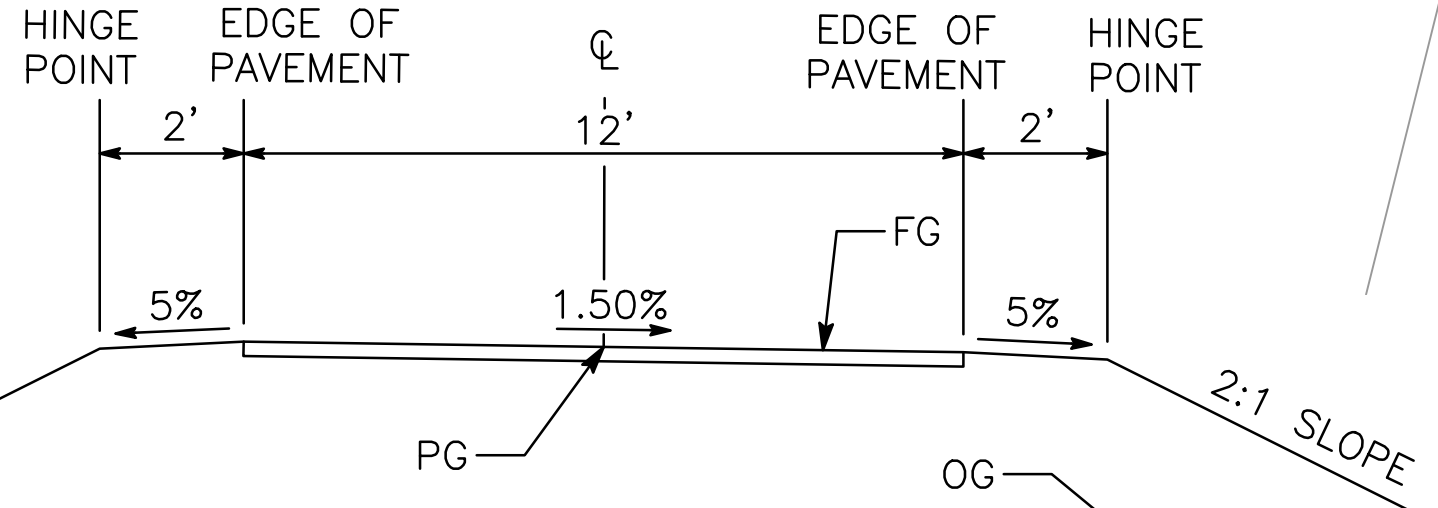
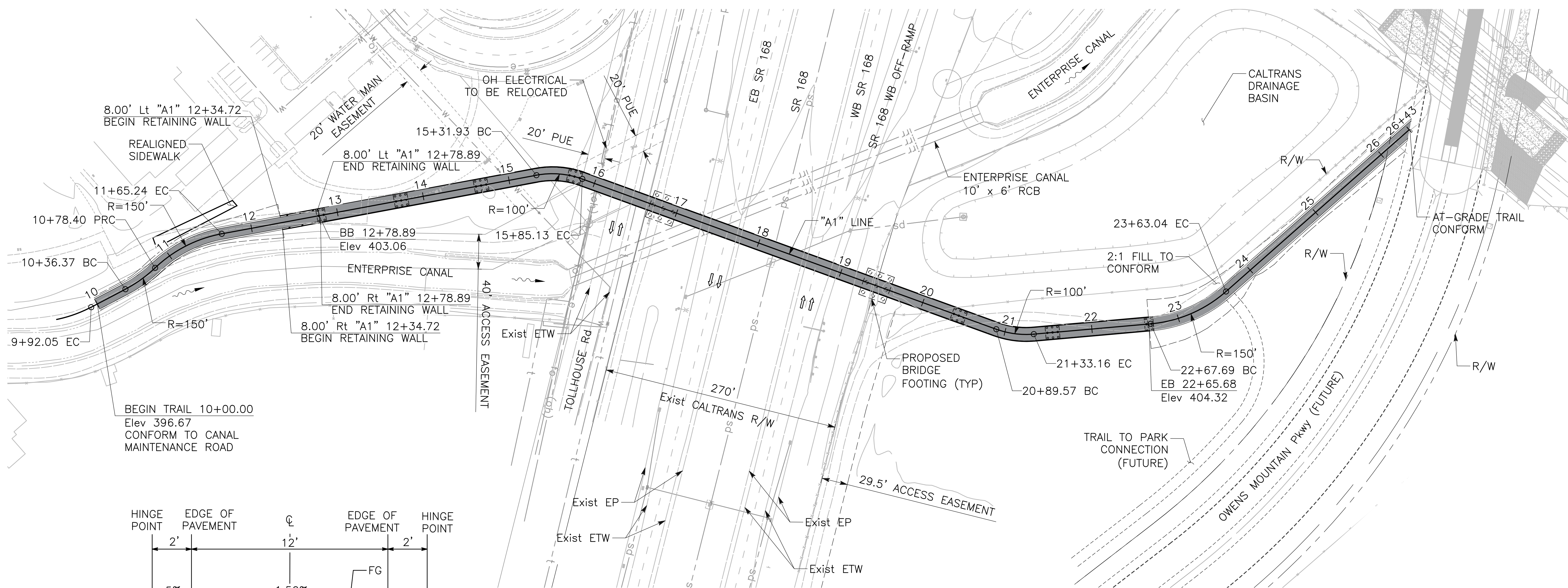
CIP 16-19 State Route 168/ Enterprise Canal Pedestrian Bridge Project



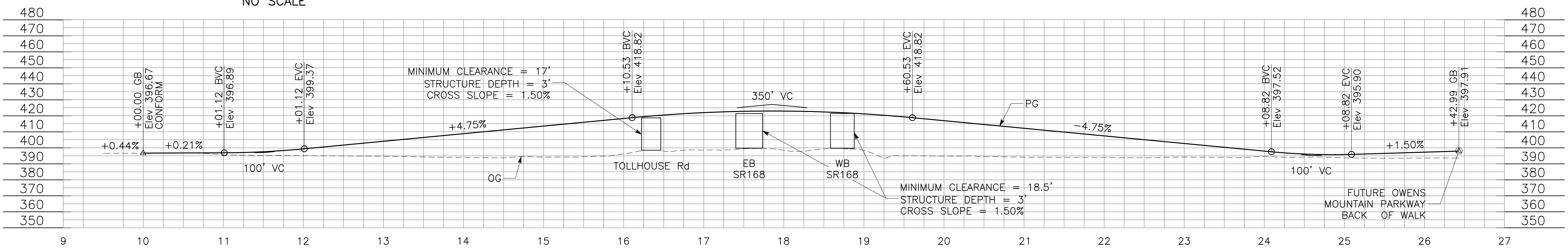
Attachment 1



AGENDA ITEM NO. 10				
TOTAL SHEETS		POST MILES TOTAL PROJECT	ROUTE	168
SHEET NO.		COUNTY	FRE	
Dist	06			



TYPICAL CROSS-SECTION
NO SCALE



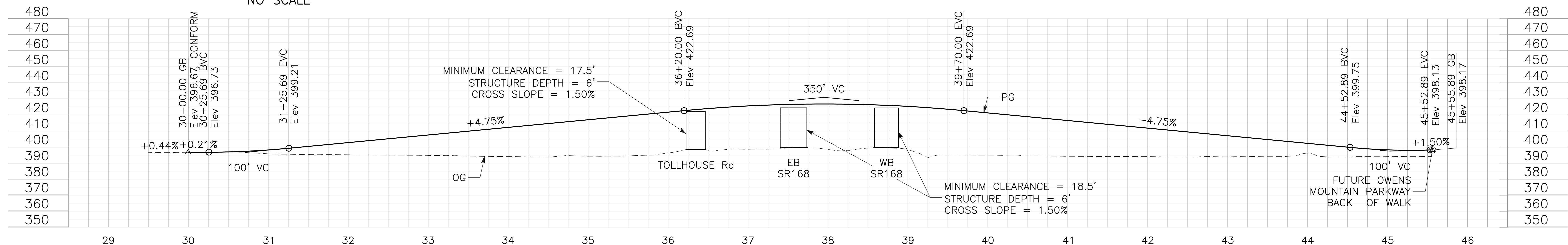
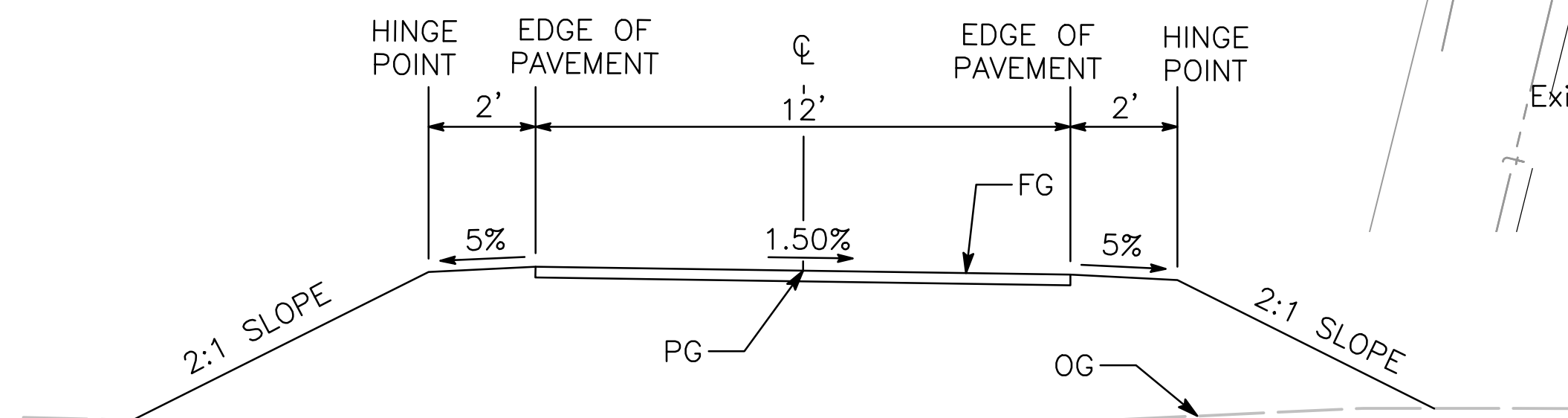
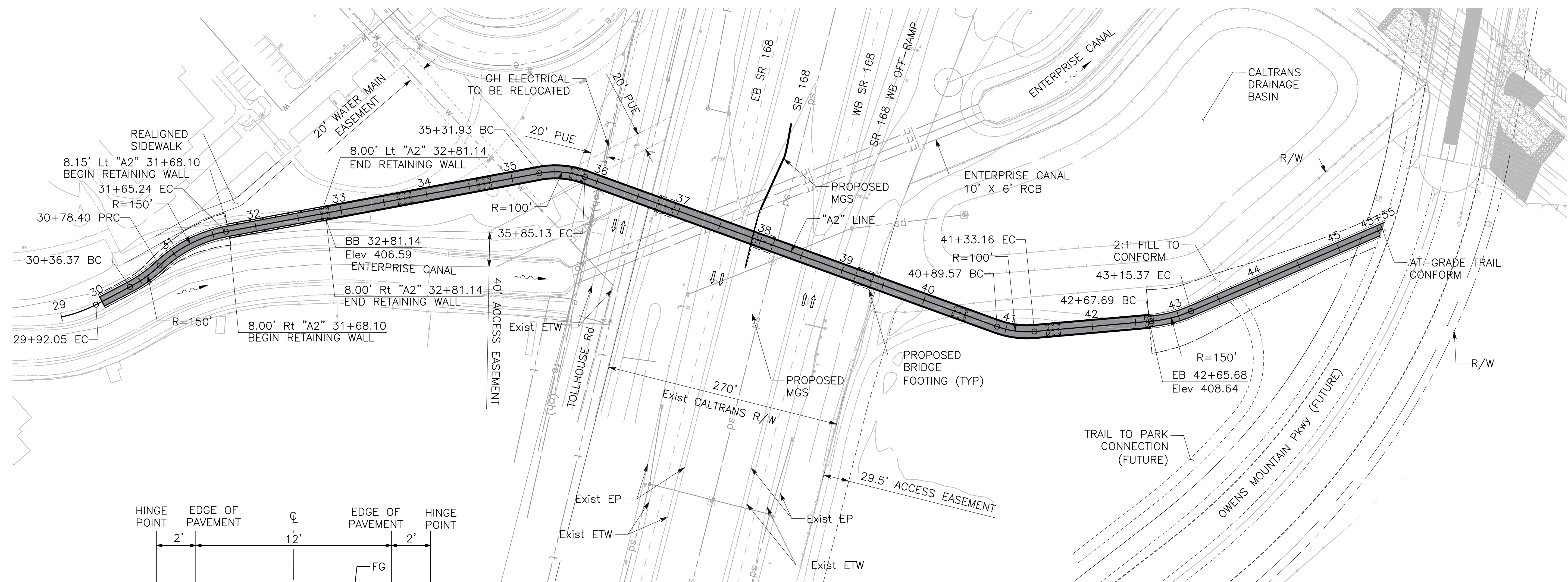
PROFILE

HORIZONTAL: 1"=60'
VERTICAL: 1"=30'

ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 1 - CABLE STAYED

Attachment 2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	FRE	168			



ENTERPRISE CANAL TRAIL AND BRIDGE TYPE 2 - CIP BOX GIRDER

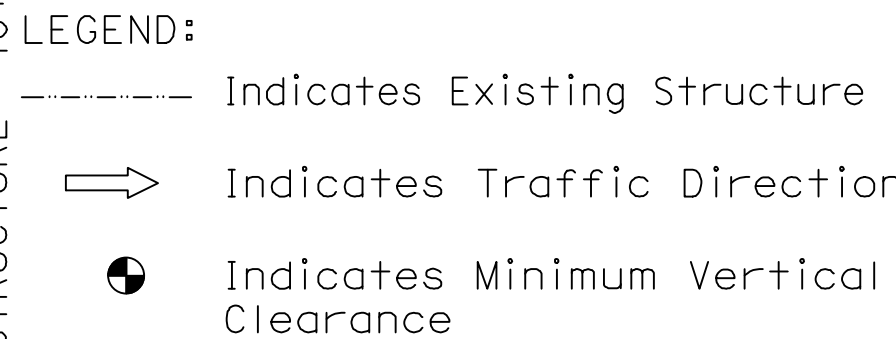


HORIZONTAL: 1"=60'
VERTICAL: 1"=30'

ENTERPRISE CANAL TRAIL AND BRIDGE

TYPE 3 - TIED-ARCH

BIGGS CARDOSA ASSOCIATES INC.
5250 N. PALM AVENUE, SUITE 211
FRESNO, CALIFORNIA 93704



- ① Retaining Wall
- ② Embankment

C.____ Temporary traffic lane reduction needed for footing excavation.

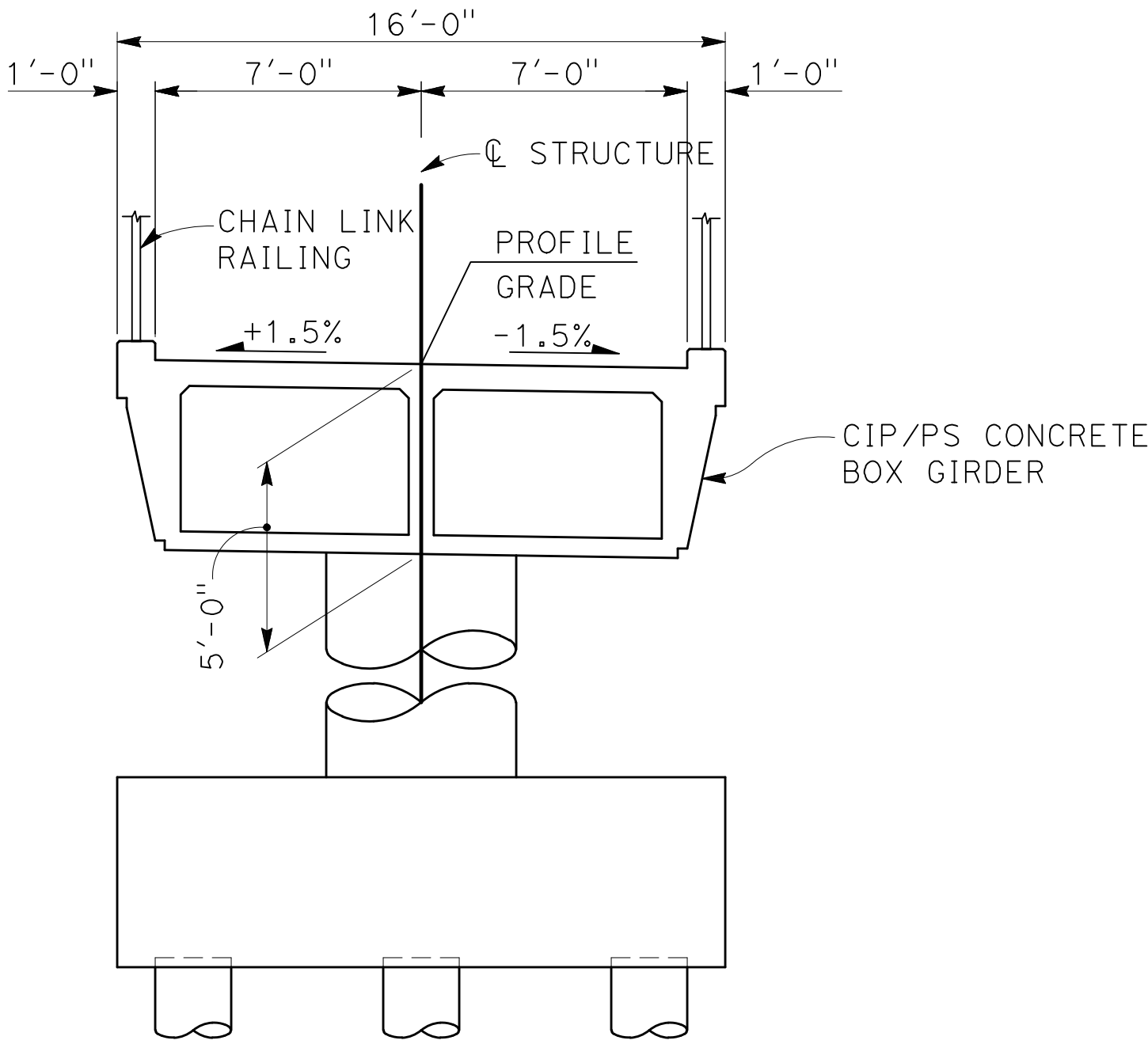
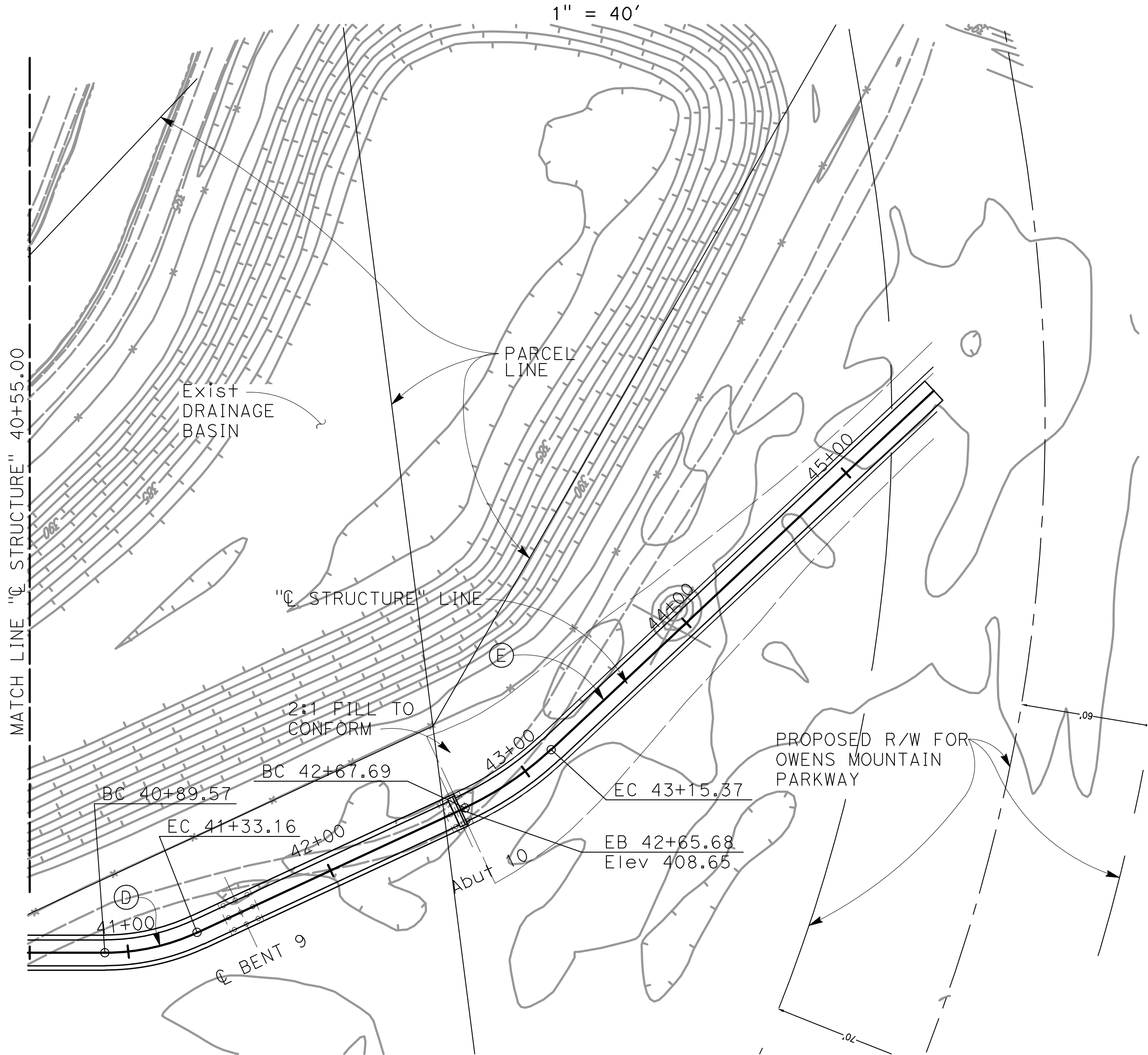
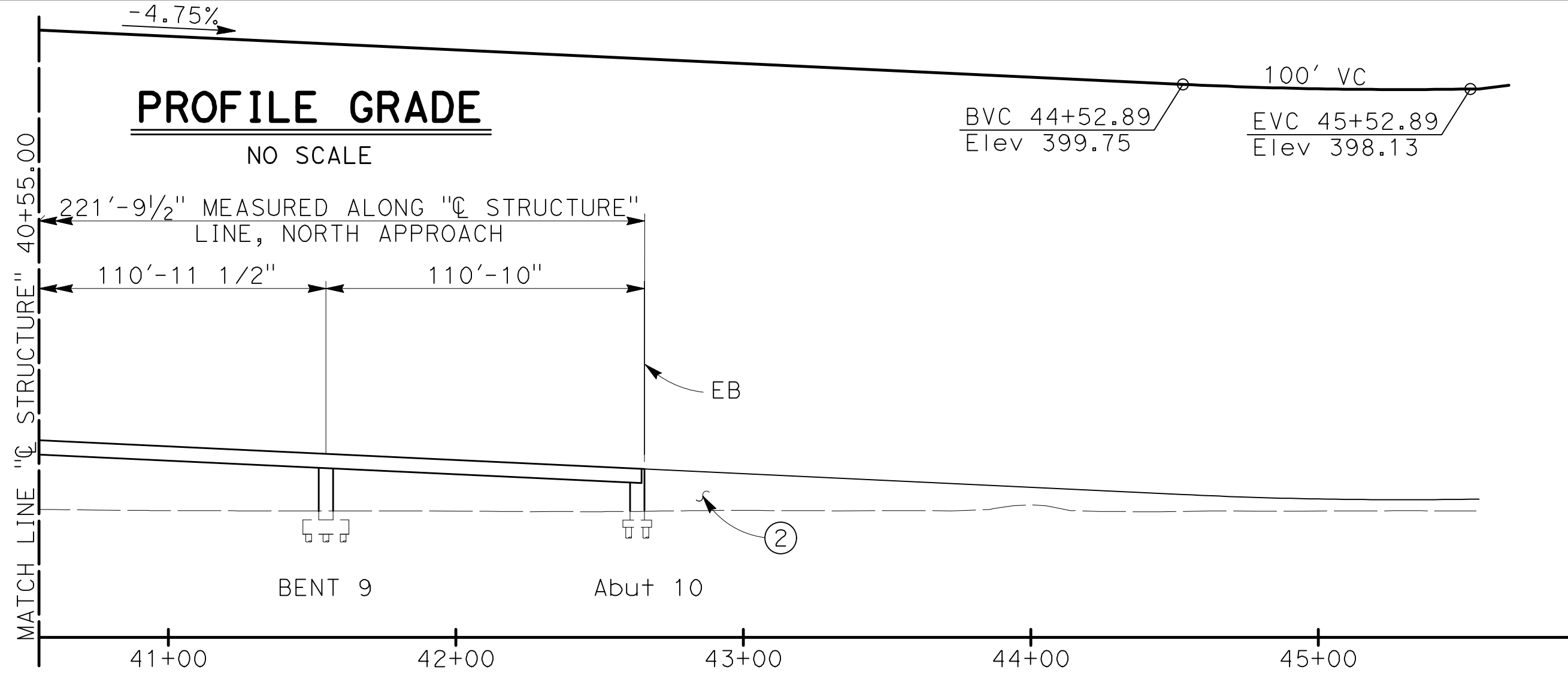
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LENGTH	468'-0"
WIDTH	16'-0"
AREA	7,488 SF
COST PER SQUARE FOOT INCLUDING 10% MOBILIZATION AND 25% CONTINGENCY	\$556 SF
TOTAL COST	\$4,163,300



	BRIDGE No.:
PROJECT EA:06-0U840	PROJECT NUMBER & PHASE:

Dist	COUNTY	ROUTE	POST MILE
06	FRE	168	R9.4/R9.5
CITY OF CLOVIS 1033 FIFTH STREET CLOVIS, CALIFORNIA 93612			
BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704			

- LEGEND:
- Indicates Existing Structure
 - ➡ Indicates Traffic Direction
 - ⦿ Indicates Minimum Vertical Clearance
- NOTES:
- 16'-6" Minimum vertical clearance.
 - 18'-6" Minimum vertical clearance.
- ① Retaining Wall
- ② Embankment



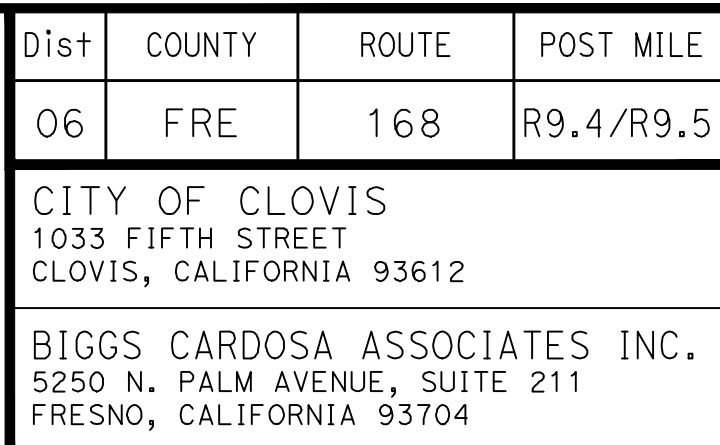
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T = 22.15'	L = 43.59'	T = 24.04'	L = 47.68'

DESIGNED BY A. CORDOVA	DATE 01/03/24
DRAWN BY A. ROSALES	DATE 01/03/24
CHECKED BY S. SUMPTER	DATE 01/03/24
APPROVED	DATE

SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE			
SHAUN G. SUMPTER PROJECT ENGINEER		ADVANCED PLANNING STUDY	
		GENERAL PLAN No. 2 TYPE 2	
		BRIDGE No.:	
		PROJECT EA: 06-OU840 PROJECT NUMBER & PHASE:	

DESIGN OVERSIGHT
SIGN OFF DATE
ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 8/16/2021)

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LEGEND:

- Indicates Existing Structure
- ⇒ Indicates Traffic Direction
- ⊙ Indicates Minimum Vertical Clearance

NOTES:

1. 16'-6" Minimum vertical clearance.
2. 18'-6" Minimum vertical clearance.

- ① Retaining Wall
- ② Forestay Cables
- ③ Backstay Cables
- ④ Pylon
- ⑤ Embankment

APPROACHES

(STA 12+78.89 TO STA 15+75.89)
(STA 20+43.89 TO STA 22+65.68)

DATE OF ESTIMATE	5/26/2023
STRUCTURE DEPTH	4'-0"
LENGTH	518'-10"
WIDTH	16'-0"
AREA	8,301 SF
COST PER SQUARE FOOT INCLUDING 10% MOBILIZATION AND 25% CONTINGENCY	\$556 SF
TOTAL COST	\$4,615,400

SIGNATURE SPAN

(STA 15+75.89 TO STA 20+43.89)

DATE OF ESTIMATE	5/26/2023
STRUCTURE DEPTH	2'-0"
LENGTH	468'-0"
WIDTH	18'-0"
AREA	8,424 SF
COST PER SQUARE FOOT INCLUDING 10% MOBILIZATION AND 25% CONTINGENCY	\$2,222 SF
TOTAL COST	\$18,718,200

SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE

ADVANCED PLANNING STUDY

SHAUN G. SUMPTER
PROJECT ENGINEER

GENERAL PLAN No. 1 TYPE 1

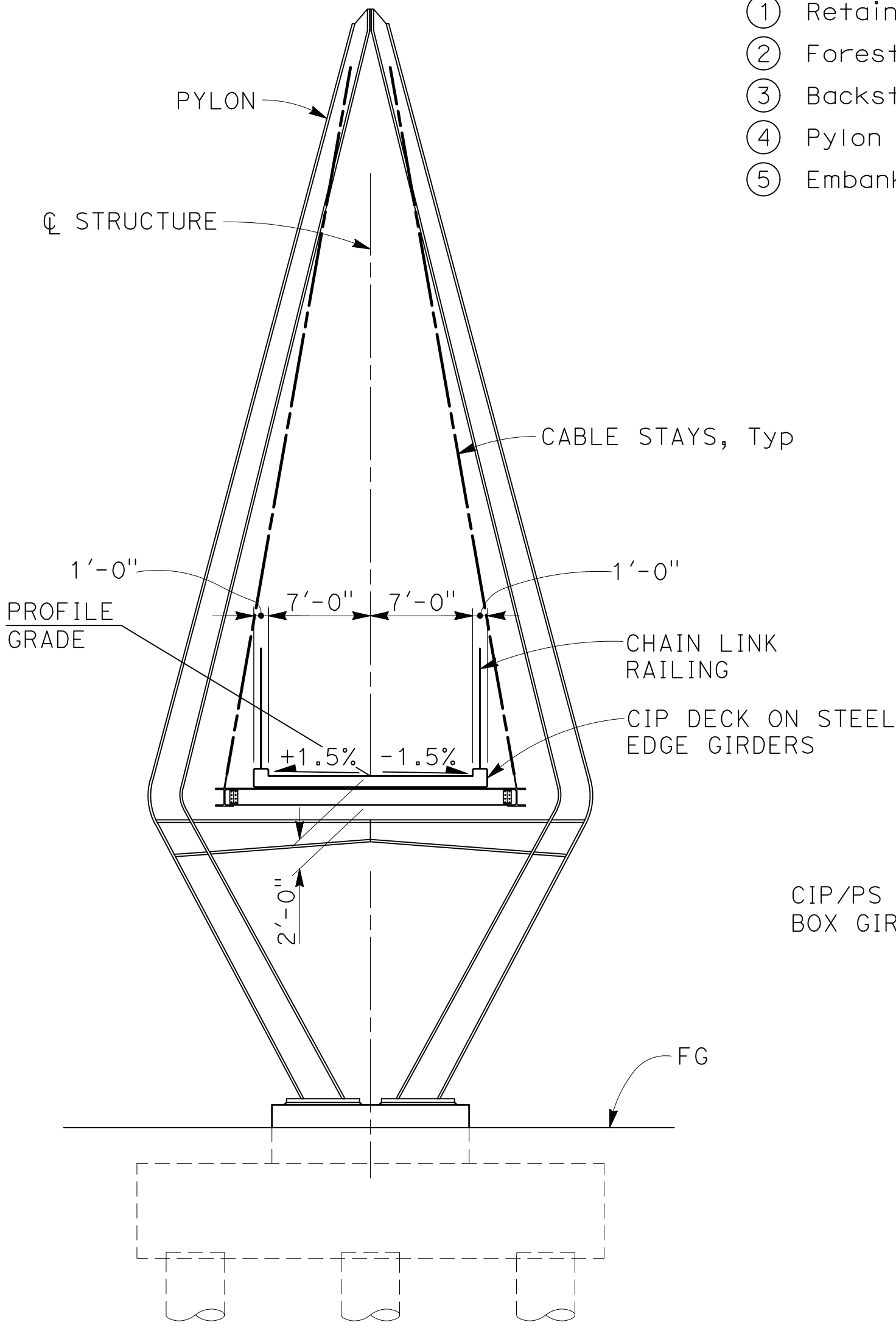
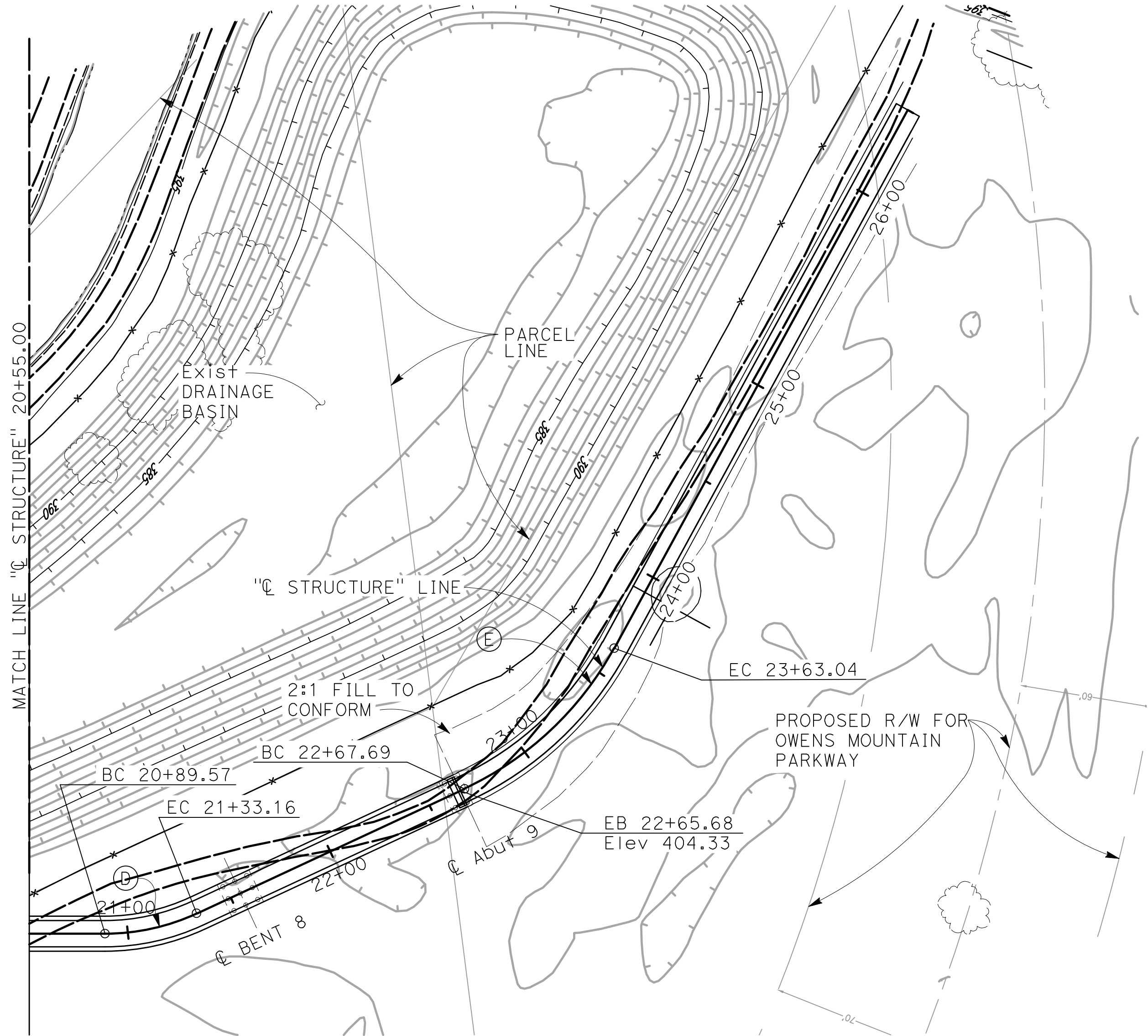
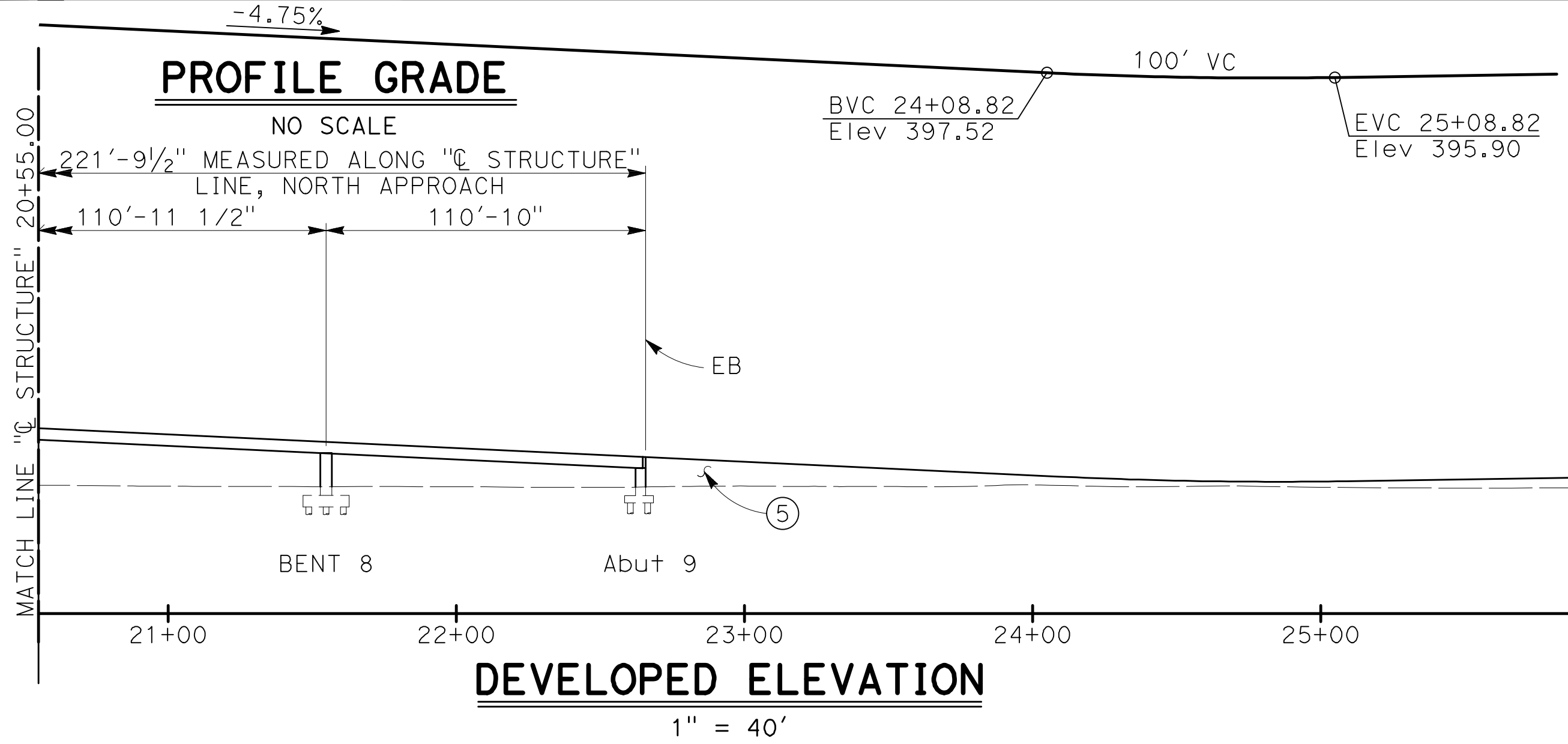
	BRIDGE No.:
PROJECT EA: 06-0U840	PROJECT NUMBER & PHASE:

DESIGNED BY A. CORDOVA	DATE 01/03/24
DRAWN BY A. ROSALES	DATE 01/03/24
CHECKED BY S. SUMPTER	DATE 01/03/24
APPROVED	DATE

Dist	COUNTY	ROUTE	POST MILE
06	FRE	168	R9.4/R9.5
CITY OF CLOVIS 1033 FIFTH STREET CLOVIS, CALIFORNIA 93612			
BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704			

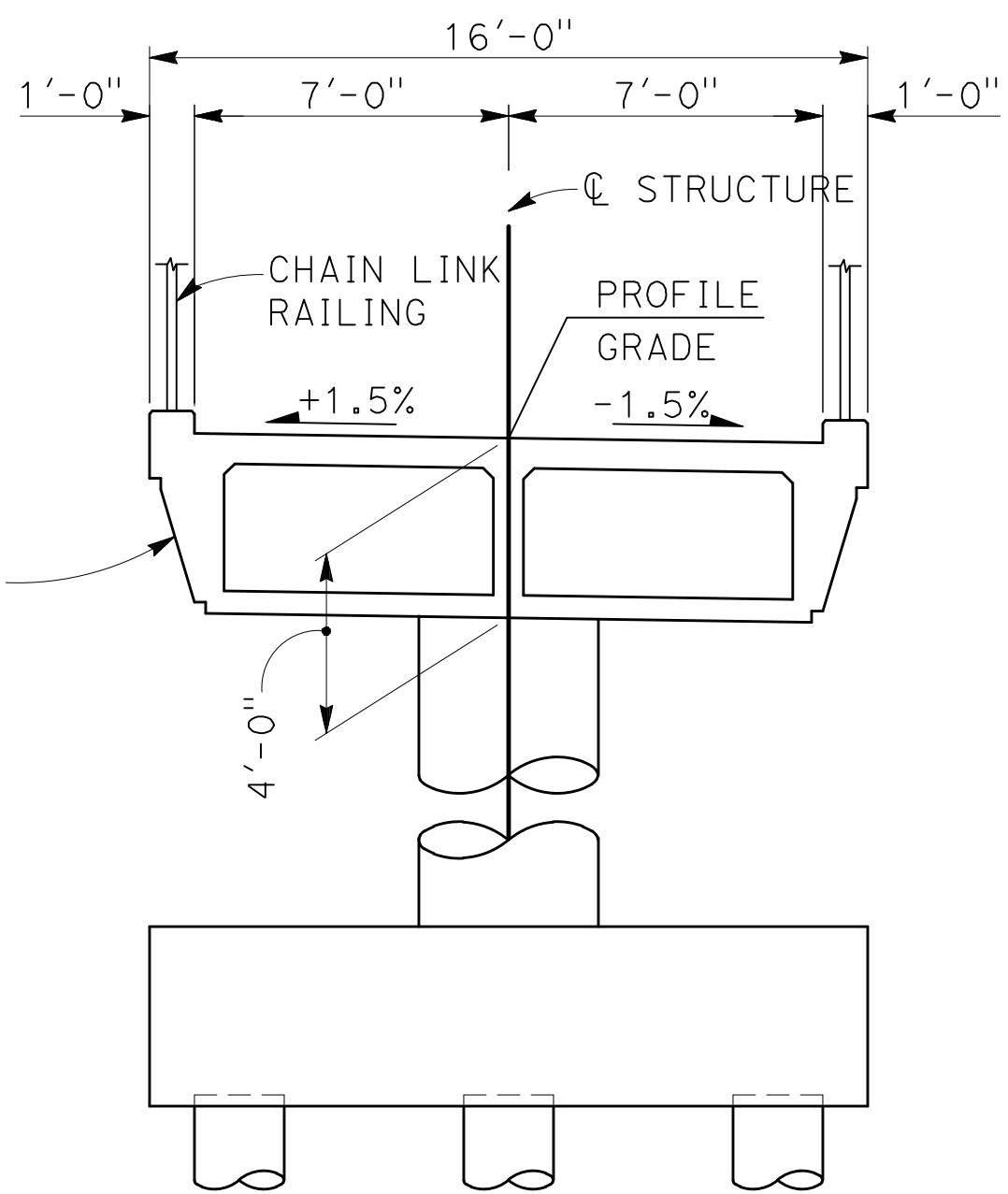
- LEGEND:
- Indicates Existing Structure
 - Indicates Traffic Direction
 - Indicates Minimum Vertical Clearance
- NOTES:
- 16'-6" Minimum vertical clearance.
 - 18'-6" Minimum vertical clearance.

- ① Retaining Wall
- ② Forestay Cables
- ③ Backstay Cables
- ④ Pylon
- ⑤ Embankment



TYPICAL SECTION - SIGNATURE SPAN

④	CURVE DATA	⑤	CURVE DATA
R	= 100.00'	R	= 150.00'
Δ	= 24°58'31"	Δ	= 36°25'16"
T	= 22.15'	T	= 49.35'
L	= 43.59'	L	= 95.35'



TYPICAL SECTION

DESIGN OVERSIGHT
SIGN OFF DATE

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SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE

ADVANCED PLANNING STUDY

GENERAL PLAN No. 2 TYPE 1

SHAUN G. SUMPTER
PROJECT ENGINEER

BRIDGE No.:

PROJECT EA: 06-OU840

PROJECT NUMBER & PHASE:

CITY OF CLOVIS 1033 FIFTH STREET CLOVIS, CALIFORNIA 93612
BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704

	Indicates Existing Structure
	Indicates Traffic Direction
	Indicates Minimum Vertical Clearance

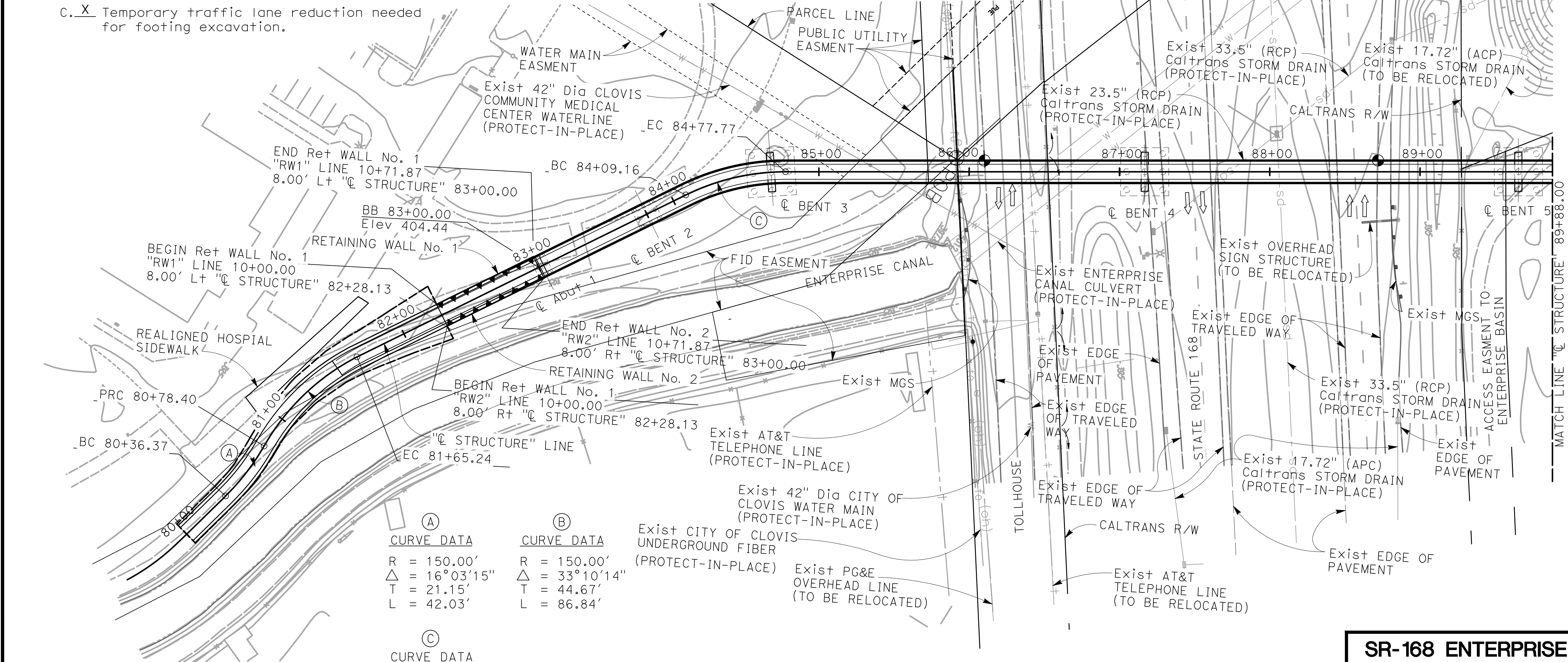
1. 16'-6" Minimum vertical clearance.
2. 18'-6" Minimum vertical clearance.

- ① Retaining Wall
- ② Arch
- ③ Deck Cables
- ④ Embankment

(STA 83+00.00 TO STA 84+68.00)
(STA 89+65.33 TO STA 92+54.67)

(STA 84+68.00 TO STA 89+65.33)

DATE OF ESTIMATE	5/26/2023
STRUCTURE DEPTH	2'-0"
LENGTH	497'-4"
WIDTH	18'-0"
AREA	8,952 SF
COST PER SQUARE FOOT INCLUDING 10% MOBILIZATION AND 25% CONTINGENCY	\$1,944 SF
TOTAL COST	\$17,402,700



GENERAL PLAN No. 1 TYPE 3

BRIDGE No.:

PROJECT EA: 06-0U840

PROJECT NUMBER & PHASE:

DESIGNED BY A. CORDOVA	DATE 01/03/24
DRAWN BY A. ROSALES	DATE 01/03/24
CHECKED BY S. SUMPTER	DATE 01/03/24
APPROVED	DATE

DESIGN OVERSIGHT

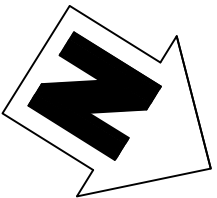
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PLAN

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PROFILE GRADE
NO SCALE

289'-4" MEASURED ALONG "Q. STRUCTURE" LINE
NORTH APPROACH

102'-6" 92'-6" 94'-4"

EB

BENT 6 BENT 7 Abut 8

MATCH LINE "Q. STRUCTURE" LINE

90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00

DEVELOPED ELEVATION
1" = 40'

BVC 93+93.85 Elev 397.61

EVC 94+93.85 Elev 395.99

-4.75%

+1.50%

LEGEND:

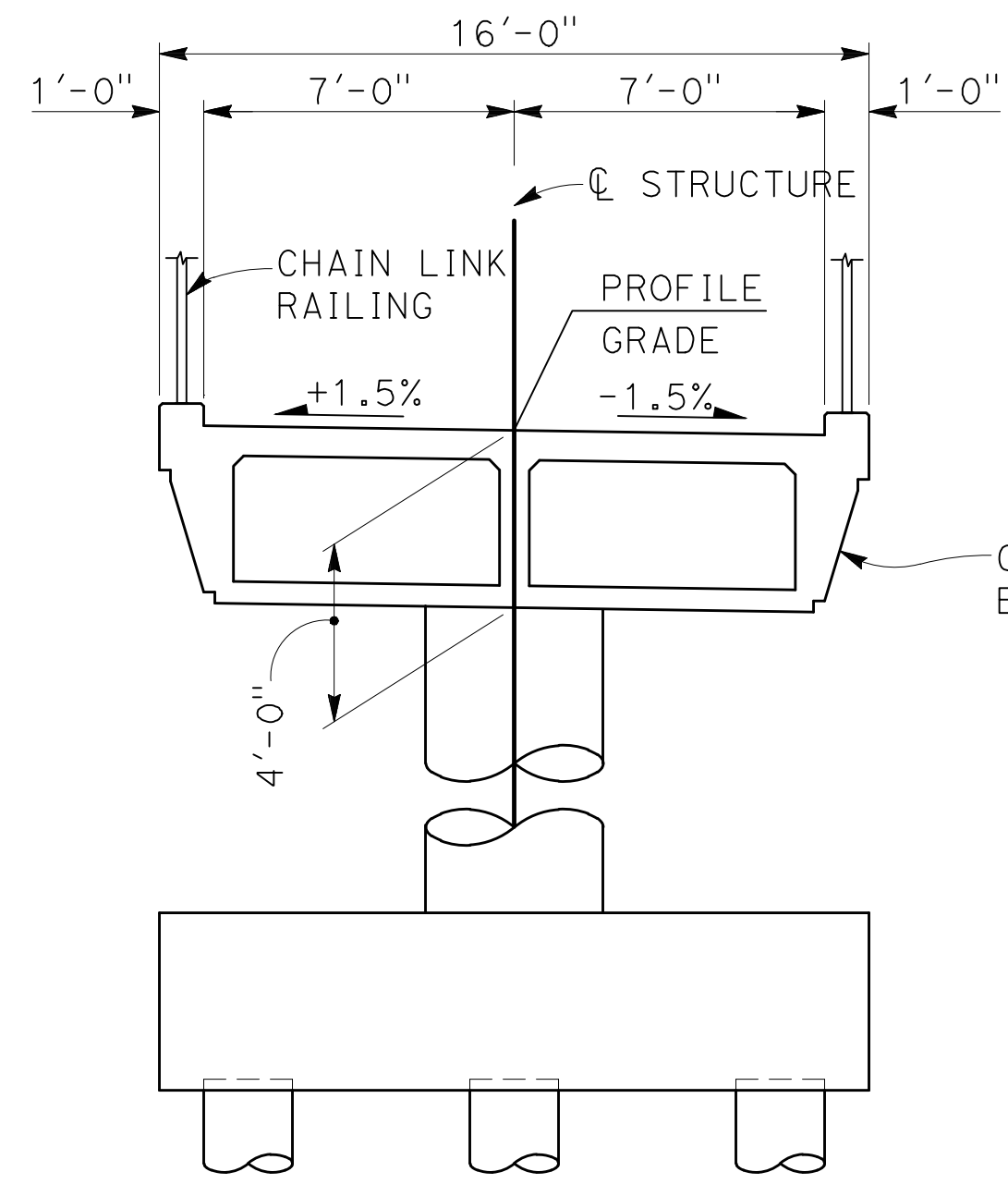
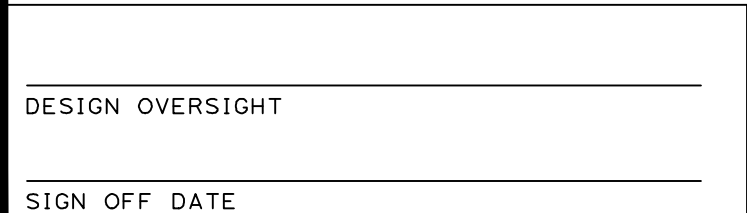
- Indicates Existing Structure
- ➡ Indicates Traffic Direction
- ⊙ Indicates Minimum Vertical Clearance

NOTES:

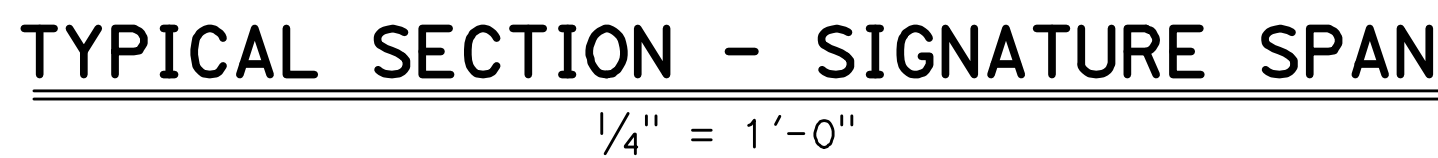
- 16'-6" Minimum vertical clearance.
- 18'-6" Minimum vertical clearance.

① Retaining Wall
② Arch
③ Deck Cables
④ Embankment

ARCH RIB, Typ



(D)	(E)
<u>CURVE DATA</u>	<u>CURVE DATA</u>
R = 100.00'	R = 150.00'
$\Delta = 32^{\circ}33'20''$	$\Delta = 36^{\circ}25'02''$
T = 29.20'	T = 49.34'
L = 56.82'	L = 95.34'



SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE				
SHAUN G. SUMPTER PROJECT ENGINEER	ADVANCED PLANNING STUDY			
	GENERAL PLAN No. 2 TYPE 3			
	<table border="1"> <tr> <td>PROJECT EA: 06-0U840</td> <td>BRIDGE No.:</td> </tr> <tr> <td></td> <td>PROJECT NUMBER & PHASE:</td> </tr> </table>	PROJECT EA: 06-0U840	BRIDGE No.:	
PROJECT EA: 06-0U840	BRIDGE No.:			
	PROJECT NUMBER & PHASE:			

PROJECT

AGENDA ITEM NO. 10.

PLANNING COST ESTIMATE

EA: 06-0U840

PA&ED: 616000055

EA: 06-0U840 PA&ED: 616000055

District-County-Route: 06-FRE-168

PM: R9.4 - R9.5

Type of Estimate : Project Report

Program Code : 20.XX.400.100 (Locally Generated Funds)

Project Limits : East of Temperance Ave, South of Owens Mountain Pkwy, West of the Enterprise Canal, over State Route 168 in Clovis, CA

Project Description: Class I Trail/Pedestrian bridge

Scope : Trail extension and signature bridge crossing over SR 168

Type: Type # 1 - Cable-Stayed

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 6,453,500	\$ 7,155,000
TOTAL STRUCTURES COST	\$ 22,678,200	\$ 25,141,000
SUBTOTAL CONSTRUCTION COST	\$ 29,131,700	\$ 32,296,000
TOTAL RIGHT OF WAY COST	\$ 1,335,000	\$ 1,392,000
TOTAL CAPITAL OUTLAY COSTS	\$ 30,467,000	\$ 33,688,000
PA/ED SUPPORT	\$ 400,000	\$ 400,000
PS&E SUPPORT	\$ 4,357,875	\$ 4,358,000
RIGHT OF WAY SUPPORT	\$ 40,000	\$ 42,000
CONSTRUCTION SUPPORT	\$ 3,495,804	\$ 3,852,000
TOTAL SUPPORT COST	\$ 8,294,000	\$ 8,652,000
TOTAL PROJECT COST	\$ 38,800,000	\$ 42,350,000*

Programmed Amount

Month / Year

Date of Estimate (Month/Year) 12 / 2024

Estimated Construction Start (Month/Year) 1 / 2027

Number of Working Days = 240

Estimated Mid-Point of Construction (Month/Year) 6 / 2027

Estimated Construction End (Month/Year) 12 / 2027

Number of Plant Establishment Days 365

Estimated Project Schedule

PID Approval6/11/2018

PA/ED Approval12/9/2024

PS&E8/30/2026

RTL9/15/2026

Begin Construction1/1/2027

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 303,900
2	Pavement Structural Section	\$ 381,900
3	Drainage	\$ 100,000
4	Specialty Items	\$ 216,300
5	Environmental	\$ 824,100
6	Traffic Items	\$ 1,103,000
7	Detours	\$ 5,000
8	Minor Items	\$ 293,500
9	Roadway Mobilization	\$ 322,800
10	Supplemental Work	\$ 239,200
11	State Furnished	\$ 134,600
12	Time-Related Overhead	\$ 1,453,600
13	Total Roadway Contingency	\$ 1,075,600
TOTAL ROADWAY ITEMS		\$ 6,453,500

Estimate Prepared By : Greg Gross, PE 1/9/2024 (559) 293-4799
 Name and Title Date Phone

Estimate Reviewed By : _____
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	36	x	20.00	= \$	720
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Ditch Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY	1,838	x	135.00	= \$	248,130
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
160101	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x		= \$	-
210130	Duff	ACRE		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	303,900
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	272	x	200.00	= \$	54,400
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260203	Class 2 Aggregate Base	TON/CY	272	x	140.00	= \$	38,080
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731521	Minor Concrete (SIDEWALK)	CY	11	x	1,164.00	= \$	12,804
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	7,901	x	35.00	= \$	276,535
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	381,900
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SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)		Cost
15080X	Remove Culvert	EA/LF	x	= \$		-
150820	Modify Inlet	EA	x	= \$		-
155232	Sand Backfill	CY	x	= \$		-
15020X	Abandon Culvert	EA/LF	x	= \$		-
152430	Adjust Inlet	LF	x	= \$		-
155003	Cap Inlet	EA	x	= \$		-
510501	Minor Concrete	CY	x	= \$		-
510502	Minor Concrete (Minor Structure)	CY	x	= \$		-
5105XX	Minor Concrete (Type XX)	CY	x	= \$		-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	= \$		-
6411XX	XX" Plastic Pipe	LF	x	= \$		-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	= \$		-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	= \$		-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	= \$		-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	= \$		-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$		-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	= \$		-
7050XX	XX" Steel Flared End Section	EA	x	= \$		-
703233	Grated Line Drain	LF	x	= \$		-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	= \$		-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	= \$		-
721420	Concrete (Ditch Lining)	CY	x	= \$		-
721430	Concrete (Channel Lining)	CY	x	= \$		-
750001	Miscellaneous Iron and Steel	LB	x	= \$		-
XXXXXX	Additional Drainage	LS	1 x	100,000.00 = \$		100,000

TOTAL DRAINAGE ITEMS	\$ 100,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)		Cost
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	= \$		-
15325X	Remove Sound Wall	LF/LS	x	= \$		-
070030	Lead Compliance Plan	LS	x	= \$		-
141120	Treated Wood Waste	LB	x	= \$		-
153221	Remove Concrete Barrier	LF	x	= \$		-
150662	Remove Metal Beam Guard Railing	LF	x	= \$		-
150668	Remove Flared End Section	EA	x	= \$		-
192037	Structure Excavation (Retaining Wall)	CY	106 x	150.00 = \$		15,900
193013	Structure Backfill (Retaining Wall)	CY	160 x	150.00 = \$		24,000
832001	Metal Beam Guard Railing	LF	x	= \$		-
839301	Single Thrie Beam Barrier	LF	x	= \$		-
839310	Double Thrie Beam Barrier	LF	x	= \$		-
833020	Chain Link Railing	LF	100	150.00 = \$		15,000
8395XX	Terminal System (Type CAT)	EA	x	= \$		-
839585	Alternative Flared Terminal System	EA	x	= \$		-
839584	Alternative In-line Terminal System	EA	x	= \$		-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF	x	= \$		-
839XXX	Crash Cushion (Insert Type)	EA	x	= \$		-
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$		-
520103	Bar Reinforced Steel (Retaining Wall)	LB	16,200 x	2.00 = \$		32,400
510060	Structural Concrete, Retaining Wall	CY	106 x	1,000.00 = \$		106,000
513553	Retaining Wall (Masonry Wall)	SQFT	x	= \$		-
511035	Architectural Treatment	SQFT	900 x	20.00 = \$		18,000
598001	Anti-Graffiti Coating	SQFT	x	= \$		-
203070	Rock Stain	SQFT	x	= \$		-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT	x	= \$		-
83954X	Transition Railing (Type X)	EA	x	= \$		-
597601	Prepare and Stain Concrete	SQFT	x	= \$		-
839561	Rail Tensioning Assembly	EA	x	= \$		-
83958X	End Anchor Assembly (Type X)	EA	x	= \$		-
XXXXXX	Some Item	Unit	x	= \$		-

TOTAL SPECIALTY ITEMS	\$ 216,300
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code		Unit	Quantity	Unit Price (\$)	Cost
	Biological Mitigation	LS	x	= \$	-
130670	Temporary Reinforced Silt Fence	LF	x	= \$	-
141000	Temporary Fence (Type ESA)	LF	1,000	5.00 = \$	5,000
<i>Subtotal Environmental Mitigation</i>					\$ 5,000

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity	Unit Price (\$)	Cost
20XXXX	Highway Planting	LS	x	= \$	-
20XXXX	Irrigation System	LS	x	= \$	-
20XXXX	Landscape and Irrigation	LS	1	750,000.00 = \$	750,000
204099	Plant Establishment Work	LS	x	= \$	-
204101	Extend Plant Establishment Work	LS	x	= \$	-
20XXXX	Follow-up Landscape Project	LS	x	= \$	-
150685	Remove Irrigation Facility	LS	x	= \$	-
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400	Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X	Imported Topsoil (X)	CY/TON	x	= \$	-
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$	-
200122	Weed Germination	SQYD	x	= \$	-
208304	Remove Tree	EA	6	400.00 = \$	2,400
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation)	LF	x	= \$	-
<i>Subtotal Landscape and Irrigation</i>					\$ 752,400

5C - EROSION CONTROL

Item code		Unit	Quantity	Unit Price (\$)	Cost
210010	Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350	Fiber Rolls	LF	500	8.5 = \$	4,250
74029	Temporary Silt Fence	LF	x	= \$	-
2102XX	Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300	Hydromulch	SQFT	x	= \$	-
210420	Straw	SQFT	x	= \$	-
210430	Hydroseed	SQFT	40000	0.35 = \$	14,000
210600	Compost	SQFT	x	= \$	-
210630	Incorporate Materials	SQFT	x	= \$	-
<i>Subtotal Erosion Control</i>					\$ 18,250

5D - NPDES

Item code		Unit	Quantity	Unit Price (\$)	Cost
130300	Prepare SWPPP	LS	1	10,000.00 = \$	10,000
130200	Prepare WPCP	LS	x	= \$	-
130100	Job Site Management	LS	1	10,000.00 = \$	10,000
130330	Storm Water Annual Report	EA	1	1,000.00 = \$	1,000
130310	Rain Event Action Plan (REAP)	EA	2	500.00 = \$	1,000
130320	Storm Water Sampling and Analysis Day	EA	2	1,000.00 = \$	2,000
130520	Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550	Temporary Hydroseed	SQYD	x	= \$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	4	1,000.00 = \$	4,000
130640	Temporary Fiber Roll	LF	x	= \$	-
130900	Temporary Concrete Washout	LS	2	3,000.00 = \$	6,000
130710	Temporary Construction Entrance	EA	2	6,200.00 = \$	12,400
130610	Temporary Check Dam	LF	x	= \$	-
130620	Temporary Drainage Inlet Protection	EA	2	1,000.00 = \$	2,000
130730	Street Sweeping	LS	x	= \$	-
<i>Subtotal NPDES</i>					\$ 48,400

TOTAL ENVIRONMENTAL	\$ 824,100
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Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS	x	= \$	-
066596	Additional Water Pollution Control**	LS	1	20,000.00 = \$	20,000
066597	Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX	Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>					\$ 20,000

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860401	Lighting	LS	1	x	700,000.00	= \$	700,000
860460	Lighting and Sign Illumination	LS		x		= \$	-
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		= \$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		= \$	-
5602XX	Install Sign Structure (Type X)	LB		x		= \$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		= \$	-
86080X	Inductive Loop Detectors	EA/LS		x		= \$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		= \$	-
15075X	Remove Sign Structure	EA/LS		x		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 700,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	LS	1	x	5,000.00	= \$	5,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
5602XX	Furnish Sign	SQFT		x		= \$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		= \$	-
150711	Remove Painted Traffic Stripe	LF		x		= \$	-
141101	Remove Yellow Painted Traffic Stripe (HW)	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA		x		= \$	-
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF		x		= \$	-
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= \$	-
120090	Construction Area Signs	LS		x		= \$	-
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping							\$ 5,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	\$ 5,000	= \$	10,000
066062	COZEPP	EA	20		\$ 2,600	\$	52,000
	Press Release/Media Alerts	EA	104		\$ 500	\$	52,000
	Portable CMS	EA	\$ 24		\$ 3,500	\$	84,000
Subtotal Traffic Management Plan							\$ 198,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA		x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA		x		= \$	-
120100	Traffic Control System	LS	1	x	200,000.00	= \$	200,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 200,000

TOTAL TRAFFIC ITEMS	\$ 1,103,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x	=	\$	-
19801X	Imported Borrow	CY/TON		x	=	\$	-
390132	Hot Mix Asphalt (Type A)	TON		x	=	\$	-
26020X	Class 2 Aggregate Base	TON/CY		x	=	\$	-
250401	Class 4 Aggregate Subbase	CY		x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA		x	=	\$	-
129000	Temporary Railing (Type K)	LF		x	=	\$	-
128601	Temporary Signal System	LS		x	=	\$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x	=	\$	-
80010X	Temporary Fence (Type X)	LF		x	=	\$	-
394095	Roadside Paving (Miscellaneous Areas)	LS	1	x	5,000	=	\$ 5,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$ 5,000
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SUBTOTAL SECTIONS 1 through 7	\$ 2,934,200
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items

1.0% \$ 29,342

8B - Bike Path Items

Bike Path Items

1.0% \$ 29,342

8C - Other Minor Items

Other Minor Items

8.0% \$ 234,736

Total of Section 1-7	\$ 2,934,200	x	10.0%	=	\$ 293,420
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TOTAL MINOR ITEMS	\$ 293,500
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SECTIONS 9: ROADWAY MOBILIZATION

Item code

999990

Total Section 1-8

\$ 3,227,700	x	10%	=	\$ 322,770
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TOTAL ROADWAY MOBILIZATION	\$ 322,800
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x	=	\$	-
066094	Value Analysis	LS	1	x	40,000.00	=	\$ 40,000
066070	Maintain Traffic	LS	1	x	50,000.00	=	\$ 50,000
066919	Dispute Resolution Board	LS		x	=	\$	-
066921	Dispute Resolution Advisor	LS		x	=	\$	-
066015	Federal Trainee Program	LS		x	=	\$	-
066610	Partnering	LS		x	=	\$	-
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	=	\$ 20,000
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Total Section 1-8	\$ 3,227,700	4%	=	\$ 129,108
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TOTAL SUPPLEMENTAL WORK	\$ 239,200
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	50,000.00	=	\$50,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
066901	Water Expenses	LS	1	x	5,000.00	=	\$5,000
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	10,000.00	=	\$10,000
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		\$	3,227,700		2%	= \$	64,554

TOTAL STATE FURNISHED	\$134,600
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$24,226,033	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$26,602,500	(used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	240	X	\$6,057	=	\$1,453,600

TOTAL TIME-RELATED OVERHEAD	\$1,453,600
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SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)	#REF!	#REF!
Additional or Residual Contingency		(for Unknown/Undefined Risks)	#REF!	#REF!
Total Section 1-12	\$	5,377,900	x 20%	= \$1,075,580

TOTAL CONTINGENCY*	\$1,075,600
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	10/04/24		10/04/24		00/00/00
Bridge Name	SR168 Enterprise Canal POC		SR168 Enterprise Canal POC		xxxxxxxxxxxxxxxxxxxx
Bridge Number	TBD		TBD		57-XXX
Structure Type	Cable Stayed		CIP Box Girder		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	18 LF		16 LF		0 LF
Total Bridge Length (Feet)	468 LF		519 LF		0 LF
Total Area (Square Feet)	8424 SQFT		8301 SQFT		0 SQFT
Structure Depth (Feet)	2 LF		4 LF		0 LF
Footing Type (pile or spread)	Pile		Pile		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$1,600		\$400		\$0
COST OF EACH	\$13,478,400		\$3,320,267		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total 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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$16,798,667
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$1,679,867
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STRUCTURES CONTINGENCY*	25%	\$4,199,667
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TOTAL COST OF STRUCTURES	\$22,678,200
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Estimate Prepared By: Shaun Sumpter, SE
XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

1/9/2024
Date

EA: 06-0U840 PA&ED: 616000055

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	1,015,000
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	300,000
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	20,000
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,335,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,391,738
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N)	RIGHT OF WAY SUPPORT	\$40,000
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Support Cost Estimate	Greg Gross, PE	(559) 293-4799
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared		
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

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

PROJECT

PLANNING COST ESTIMATE

EA: 06-0U840

EA: 06-0U840 PA&ED: 616000055

PA&ED: 616000055

District-County-Route: 06-FRE-168

PM: R9.4 - R9.5

Type of Estimate : Project Report

Program Code : 20.XX.400.100 (Locally Generated Funds)

Project Limits : East of Temperance Ave, South of Owens Mountain Pkwy, West of the Enterprise Canal, over State Route 168 in Clovis, CA

Project Description: Class I Trail/Pedestrian bridge

Scope : Trail extension and signature bridge crossing over SR 168

Type : Type #2 - CIP Box Girder

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 6,382,400	\$ 7,076,000
TOTAL STRUCTURES COST	\$ 8,525,880	\$ 9,452,000
SUBTOTAL CONSTRUCTION COST	\$ 14,908,280	\$ 16,528,000
TOTAL RIGHT OF WAY COST	\$ 1,320,000	\$ 1,377,000
TOTAL CAPITAL OUTLAY COSTS	\$ 16,229,000	\$ 17,905,000
PA/ED SUPPORT	\$ 400,000	\$ 400,000
PS&E SUPPORT	\$ 2,225,052	\$ 2,226,000
RIGHT OF WAY SUPPORT	\$ 40,000	\$ 42,000
CONSTRUCTION SUPPORT	\$ 1,788,994	\$ 1,984,000
TOTAL SUPPORT COST	\$ 4,455,000	\$ 4,652,000
TOTAL PROJECT COST	\$ 20,700,000	\$ 22,600,000*

Programmed Amount

Date of Estimate (Month/Year)

Month / Year

12 / 2024

Estimated Construction Start (Month/Year)

1 / 2027

Number of Working Days =

240

Estimated Mid-Point of Construction (Month/Year)

7 / 2027

Estimated Construction End (Month/Year)

12 / 2027

Number of Plant Establishment Days

365

Estimated Project Schedule

PID Approval6/11/2018

PA/ED Approval12/9/2024

PS&E8/30/2026

RTL9/15/2026

Begin Construction1/1/2027

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 474,100
2	Pavement Structural Section	\$ 362,400
3	Drainage	\$ 400,000
4	Specialty Items	\$ 584,600
5	Environmental	\$ 826,600
6	Traffic Items	\$ 853,000
7	Detours	\$ 5,000
8	Minor Items	\$ 350,600
9	Roadway Mobilization	\$ 385,700
10	Supplemental Work	\$ 224,300
11	State Furnished	\$ 147,200
12	Time-Related Overhead	\$ 705,100
13	Total Roadway Contingency	\$ 1,063,800
TOTAL ROADWAY ITEMS		\$ 6,382,400

Estimate Prepared By : Greg Gross, PE 1/9/2024 (559) 293-4799
 Name and Title Date Phone

Estimate Reviewed By : _____
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	27	x	20.00	= \$	540
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Ditch Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY	3,100	x	135.00	= \$	418,500
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
160101	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x		= \$	-
210130	Duff	ACRE		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	474,100
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	272	x	200.00	= \$	54,400
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260203	Class 2 Aggregate Base	TON/CY	272	x	140.00	= \$	38,080
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731521	Minor Concrete (SIDEWALK)	CY	11	x	1,164.00	= \$	12,804
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	7,344	x	35.00	= \$	257,040
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	362,400
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SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price (\$)		Cost
15080X	Remove Culvert	EA/LF	x	=	\$		-
150820	Modify Inlet	EA	x	=	\$		-
155232	Sand Backfill	CY	x	=	\$		-
15020X	Abandon Culvert	EA/LF	x	=	\$		-
152430	Adjust Inlet	LF	x	=	\$		-
155003	Cap Inlet	EA	x	=	\$		-
510501	Minor Concrete	CY	x	=	\$		-
510502	Minor Concrete (Minor Structure)	CY	x	=	\$		-
5105XX	Minor Concrete (Type XX)	CY	x	=	\$		-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	=	\$		-
6411XX	XX" Plastic Pipe	LF	x	=	\$		-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	=	\$		-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	=	\$		-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	=	\$		-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	=	\$		-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	=	\$		-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	=	\$		-
7050XX	XX" Steel Flared End Section	EA	x	=	\$		-
703233	Grated Line Drain	LF	x	=	\$		-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	=	\$		-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	=	\$		-
721420	Concrete (Ditch Lining)	CY	x	=	\$		-
721430	Concrete (Channel Lining)	CY	x	=	\$		-
750001	Miscellaneous Iron and Steel	LB	x	=	\$		-
XXXXXX	Additional Drainage	LS	1	x	400,000.00	= \$	400,000

TOTAL DRAINAGE ITEMS	\$	400,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price (\$)		Cost
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		= \$	-
15325X	Remove Sound Wall	LF/LS		x		= \$	-
070030	Lead Compliance Plan	LS		x		= \$	-
141120	Treated Wood Waste	LB		x		= \$	-
153221	Remove Concrete Barrier	LF		x		= \$	-
150662	Remove Metal Beam Guard Railing	LF		x		= \$	-
150668	Remove Flared End Section	EA		x		= \$	-
192037	Structure Excavation (Retaining Wall)	CY	267	x	150.00	= \$	40,050
193013	Structure Backfill (Retaining Wall)	CY	400	x	150.00	= \$	60,000
8000XX	Chain Link Fence (Type XX)	LF		x		= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		= \$	-
832001	Metal Beam Guard Railing	LF	324	x	40.00	= \$	12,960
833020	Chain Link Railing	LF	222		150.00	= \$	33,300
839301	Single Thrie Beam Barrier	LF		x		= \$	-
839310	Double Thrie Beam Barrier	LF		x		= \$	-
839521	Cable Railing	LF		x		= \$	-
8395XX	Terminal System (Type CAT)	EA		x		= \$	-
839585	Alternative Flared Terminal System	EA	2	x	3,710.00	= \$	7,420
839584	Alternative In-line Terminal System	EA		x		= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		= \$	-
839XXX	Crash Cushion (Insert Type)	EA		x		= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF		x		= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	44,000	x	2.00	= \$	88,000
510060	Structural Concrete, Retaining Wall	CY	285	x	1,000.00	= \$	285,000
513553	Retaining Wall (Masonry Wall)	SQFT		x		= \$	-
511035	Architectural Treatment	SQFT	2,640	x	20.00	= \$	52,800
598001	Anti-Graffiti Coating	SQFT		x		= \$	-
203070	Rock Stain	SQFT		x		= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		= \$	-
83954X	Transition Railing (Type X)	EA		x		= \$	-
597601	Prepare and Stain Concrete	SQFT		x		= \$	-
839561	Rail Tensioning Assembly	EA		x		= \$	-
83958X	End Anchor Assembly (Type X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL SPECIALTY ITEMS	\$	584,600
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
141000 Temporary Fence (Type ESA)	LF	1,000	5.00 = \$	5,000
<i>Subtotal Environmental Mitigation</i>				<i>\$ 5,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
20XXXX Landscape and Irrigation	LS	1	750,000.00 = \$	750,000
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
150685 Remove Irrigation Facility	LS	x	= \$	-
20XXXX Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil (X)	CY/TON	x	= \$	-
20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$	-
200122 Weed Germination	SQYD	x	= \$	-
208304 Remove Tree	EA	6	400.00 = \$	2,400
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$	-
<i>Subtotal Landscape and Irrigation</i>				<i>\$ 752,400</i>

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010 Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	800	8.5 = \$	6,800
74029 Temporary Silt Fence	LF	x	4.37 = \$	-
2102XX Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	40000	0.35 = \$	14,000
210600 Compost	SQFT	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
<i>Subtotal Erosion Control</i>				<i>\$ 20,800</i>

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	1	10,000.00 = \$	10,000
130200 Prepare WPCP	LS	x	= \$	-
130100 Job Site Management	LS	1	10,000.00 = \$	10,000
130330 Storm Water Annual Report	EA	1	1,000.00 = \$	1,000
130310 Rain Event Action Plan (REAP)	EA	2	500.00 = \$	1,000
130320 Storm Water Sampling and Analysis Day	EA	2	1,000.00 = \$	2,000
130520 Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550 Temporary Hydroseed	SQYD	x	= \$	-
130505 Move-In/Move-Out (Temporary Erosion Control)	EA	4	1,000.00 = \$	4,000
130640 Temporary Fiber Roll	LF	x	= \$	-
130900 Temporary Concrete Washout	LS	2	3,000.00 = \$	6,000
130710 Temporary Construction Entrance	EA	2	6,200.00 = \$	12,400
130610 Temporary Check Dam	LF	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	2	1,000.00 = \$	2,000
130730 Street Sweeping	LS	x	= \$	-
<i>Subtotal NPDES</i>				<i>\$ 48,400</i>
				\$ 826,600

TOTAL ENVIRONMENTAL**Supplemental Work for NPDES**

066595 Water Pollution Control Maintenance Sharing*	LS	x	100,000.00 = \$	-
066596 Additional Water Pollution Control**	LS	1	20,000.00 = \$	20,000
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				<i>\$ 20,000</i>

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860401	Lighting	LS	1	x	450,000.00	= \$	450,000
860460	Lighting and Sign Illumination	LS		x		= \$	-
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		= \$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		= \$	-
5602XX	Install Sign Structure (Type X)	LB		x		= \$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		= \$	-
86080X	Inductive Loop Detectors	EA/LS		x		= \$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		= \$	-
15075X	Remove Sign Structure	EA/LS		x		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System Ele	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 450,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	LS	1	x	5,000.00	= \$	5,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
5602XX	Furnish Sign	SQFT		x		= \$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		= \$	-
150711	Remove Painted Traffic Stripe	LF		x		= \$	-
141101	Remove Yellow Painted Traffic Stripe (HW)	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA		x		= \$	-
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF		x		= \$	-
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= \$	-
120090	Construction Area Signs	LS		x		= \$	-
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping							\$ 5,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	\$ 5,000	= \$	10,000
066062	COZEPP	EA	20		\$ 2,600	\$	52,000
	Press Release/Media Alerts	EA	104		\$ 500	\$	52,000
	Portable CMS	EA	\$ 24		\$ 3,500	\$	84,000
Subtotal Traffic Management Plan							\$ 198,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA		x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA		x		= \$	-
120100	Traffic Control System	LS	1	x	200,000.00	= \$	200,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 200,000

TOTAL TRAFFIC ITEMS	\$ 853,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x	=	\$	-
19801X	Imported Borrow	CY/TON		x	=	\$	-
390132	Hot Mix Asphalt (Type A)	TON		x	=	\$	-
26020X	Class 2 Aggregate Base	TON/CY		x	=	\$	-
250401	Class 4 Aggregate Subbase	CY		x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA		x	=	\$	-
129000	Temporary Railing (Type K)	LF		x	=	\$	-
128601	Temporary Signal System	LS		x	=	\$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x	=	\$	-
80010X	Temporary Fence (Type X)	LF		x	=	\$	-
394095	Roadside Paving (Miscellaneous Areas)	LS	1	x	5,000	=	\$ 5,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$	5,000
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SUBTOTAL SECTIONS 1 through 7	\$	3,505,700
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SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items	1.0%	\$	35,057
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8B - Bike Path Items

Bike Path Items	1.0%	\$	35,057
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8C - Other Minor Items

Other Minor Items	8.0%	\$	280,456
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Total of Section 1-7	\$	3,505,700	x	10.0%	=	\$	350,570
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TOTAL MINOR ITEMS	\$	350,600
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SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	\$	3,856,300	x	10%	=	\$ 385,630

TOTAL ROADWAY MOBILIZATION	\$	385,700
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x	=	\$	-
066094	Value Analysis	LS		x	=	\$	-
066070	Maintain Traffic	LS	1	x	50,000.00	=	\$ 50,000
066919	Dispute Resolution Board	LS		x	=	\$	-
066921	Dispute Resolution Advisor	LS		x	=	\$	-
066015	Federal Trainee Program	LS		x	=	\$	-
066610	Partnering	LS		x	=	\$	-
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	=	\$	20,000
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Total Section 1-8	\$	3,856,300	4%	=	\$	154,252
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TOTAL SUPPLEMENTAL WORK	\$	224,300
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	50,000.00	=	\$50,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
066901	Water Expenses	LS	1	x	5,000.00	=	\$5,000
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	10,000.00	=	\$10,000
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		\$	3,856,300		2%	= \$	77,126

TOTAL STATE FURNISHED	\$147,200
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$11,750,633	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$13,139,380	(used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	240	X	\$2,938	=	\$705,100

TOTAL TIME-RELATED OVERHEAD	\$705,100
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SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)	#REF!		#REF!
Additional or Residual Contingency		(for Unknown/Undefined Risks)	#REF!		#REF!
Total Section 1-12	\$	5,318,600	x	20%	= \$1,063,720

TOTAL CONTINGENCY*	\$1,063,800
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	10/04/24		10/04/24		00/00/00
Bridge Name	SR168 Enterprise Canal POC		SR168 Enterprise Canal POC		xxxxxxxxxxxxxxxxxxxx
Bridge Number	TBD		TBD		57-XXX
Structure Type	CIP Box Girder		CIP Box Girder		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	16 LF		16 LF		0 LF
Total Bridge Length (Feet)	468 LF		519 LF		0 LF
Total Area (Square Feet)	7488 SQFT		8301 SQFT		0 SQFT
Structure Depth (Feet)	5 LF		5 LF		0 LF
Footing Type (pile or spread)	Pile		Pile		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$400		\$400		\$0
COST OF EACH	\$2,995,200		\$3,320,267		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total 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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$6,315,467
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$631,547
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STRUCTURES CONTINGENCY*	25%	\$1,578,867
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TOTAL COST OF STRUCTURES	\$8,525,880
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Estimate Prepared By: Shaun Sumpter, SE
XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

1/9/2024
Date

EA: 06-0U840 PA&ED: 616000055

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	1,000,000
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	300,000
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	20,000
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,320,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,376,100
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N)	RIGHT OF WAY SUPPORT	\$40,000
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Support Cost Estimate	Greg Gross, PE	(559) 293-4799
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared		
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

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

PROJECT

AGENDA ITEM NO. 10.

PLANNING COST ESTIMATE

EA: 06-0U840

PA&ED: 616000055

EA: 06-0U840 PA&ED: 616000055

District-County-Route: 06-FRE-168

PM: R9.4 - R9.5

Type of Estimate : Project Report

Program Code : 20.XX.400.100 (Locally Generated Funds)

Project Limits : East of Temperance Ave, South of Owens Mountain Pkwy, West of the Enterprise Canal, over State Route 168 in Clovis, CA

Project Description: Class I Trail/Pedestrian bridge

Scope : Trail extension and signature bridge crossing over SR 168

Type : Type #3 - Tied-Arch

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 6,667,600	\$ 7,392,000
TOTAL STRUCTURES COST	\$ 20,870,498	\$ 23,137,000
SUBTOTAL CONSTRUCTION COST	\$ 27,538,098	\$ 30,529,000
TOTAL RIGHT OF WAY COST	\$ 1,150,000	\$ 1,199,000
TOTAL CAPITAL OUTLAY COSTS	\$ 28,689,000	\$ 31,728,000
PA/ED SUPPORT	\$ 400,000	\$ 400,000
PS&E SUPPORT	\$ 4,123,515	\$ 4,124,000
RIGHT OF WAY SUPPORT	\$ 40,000	\$ 42,000
CONSTRUCTION SUPPORT	\$ 3,304,572	\$ 3,664,000
TOTAL SUPPORT COST	\$ 7,869,000	\$ 8,230,000
TOTAL PROJECT COST	\$ 36,600,000	\$ 40,000,000*

Programmed Amount

Date of Estimate (Month/Year)12 / 2024

Estimated Construction Start (Month/Year)1 / 2027

Number of Working Days = 240

Estimated Mid-Point of Construction (Month/Year)7 / 2027

Estimated Construction End (Month/Year)12 / 2027

Number of Plant Establishment Days 365

Estimated Project Schedule

PID Approval6/11/2018

PA/ED Approval12/9/2024

PS&E8/30/2026

RTL9/15/2026

Begin Construction1/1/2027

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 302,000
2	Pavement Structural Section	\$ 389,000
3	Drainage	\$ 100,000
4	Specialty Items	\$ 331,400
5	Environmental	\$ 824,100
6	Traffic Items	\$ 1,003,000
7	Detours	\$ 200,000
8	Minor Items	\$ 315,000
9	Roadway Mobilization	\$ 346,500
10	Supplemental Work	\$ 238,600
11	State Furnished	\$ 139,300
12	Time-Related Overhead	\$ 1,367,400
13	Total Roadway Contingency	\$ 1,111,300
TOTAL ROADWAY ITEMS		\$ 6,667,600

Estimate Prepared By : Greg Gross, PE 1/9/2024 (559) 293-4799
 Name and Title Date Phone

Estimate Reviewed By : _____
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	37	x	20.00	= \$	740
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Ditch Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY	1,824	x	135.00	= \$	246,240
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
160101	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x		= \$	-
210130	Duff	ACRE		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	LS		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	302,000
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	293	x	200.00	= \$	58,600
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260203	Class 2 Aggregate Base	TON/CY	293	x	140.00	= \$	41,020
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731521	Minor Concrete (SIDEWALK)	CY	11	x	1,164.00	= \$	12,804
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	7,901	x	35.00	= \$	276,535
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	389,000
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SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price (\$)		Cost
15080X	Remove Culvert	EA/LF	x	=	\$		-
150820	Modify Inlet	EA	x	=	\$		-
155232	Sand Backfill	CY	x	=	\$		-
15020X	Abandon Culvert	EA/LF	x	=	\$		-
152430	Adjust Inlet	LF	x	=	\$		-
155003	Cap Inlet	EA	x	=	\$		-
510501	Minor Concrete	CY	x	=	\$		-
510502	Minor Concrete (Minor Structure)	CY	x	=	\$		-
5105XX	Minor Concrete (Type XX)	CY	x	=	\$		-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	=	\$		-
6411XX	XX" Plastic Pipe	LF	x	=	\$		-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	=	\$		-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	=	\$		-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	=	\$		-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	=	\$		-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	=	\$		-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	=	\$		-
7050XX	XX" Steel Flared End Section	EA	x	=	\$		-
703233	Grated Line Drain	LF	x	=	\$		-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	=	\$		-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	=	\$		-
721420	Concrete (Ditch Lining)	CY	x	=	\$		-
721430	Concrete (Channel Lining)	CY	x	=	\$		-
750001	Miscellaneous Iron and Steel	LB	x	=	\$		-
XXXXXX	Additional Drainage	LS	1	x	100,000.00	= \$	100,000

TOTAL DRAINAGE ITEMS	\$	100,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price (\$)		Cost
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		= \$	-
15325X	Remove Sound Wall	LF/LS		x		= \$	-
070030	Lead Compliance Plan	LS		x		= \$	-
141120	Treated Wood Waste	LB		x		= \$	-
153221	Remove Concrete Barrier	LF		x		= \$	-
150662	Remove Metal Beam Guard Railing	LF		x		= \$	-
150668	Remove Flared End Section	EA		x		= \$	-
192037	Structure Excavation (Retaining Wall)	CY	175	x	130.00	= \$	22,750
193013	Structure Backfill (Retaining Wall)	CY	260	x	130.00	= \$	33,800
8000XX	Chain Link Fence (Type XX)	LF		x		= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		= \$	-
832001	Metal Beam Guard Railing	LF	143	x	40.00	= \$	5,720
833020	Chain Link Railing	LF	144		150.00	= \$	21,600
839301	Single Thrie Beam Barrier	LF		x		= \$	-
839310	Double Thrie Beam Barrier	LF		x		= \$	-
839521	Cable Railing	LF		x		= \$	-
8395XX	Terminal System (Type CAT)	EA		x		= \$	-
839585	Alternative Flared Terminal System	EA	1	x	3,710.00	= \$	3,710
839584	Alternative In-line Terminal System	EA		x		= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		= \$	-
839XXX	Crash Cushion (Insert Type)	EA		x		= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF		x		= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	27,000	x	1.90	= \$	51,300
510060	Structural Concrete, Retaining Wall	CY	175	x	900.00	= \$	157,500
513553	Retaining Wall (Masonry Wall)	SQFT		x		= \$	-
511035	Architectural Treatment	SQFT	1,500	x	20.00	= \$	30,000
598001	Anti-Graffiti Coating	SQFT		x		= \$	-
203070	Rock Stain	SQFT		x		= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		= \$	-
83954X	Transition Railing (Type X)	EA		x		= \$	-
597601	Prepare and Stain Concrete	SQFT		x		= \$	-
839561	Rail Tensioning Assembly	EA		x		= \$	-
83958X	End Anchor Assembly (Type X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL SPECIALTY ITEMS	\$	331,400
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code	Unit	Quantity	Unit Price (\$)	Cost
Biological Mitigation	LS	x	= \$	-
130670 Temporary Reinforced Silt Fence	LF	x	= \$	-
141000 Temporary Fence (Type ESA)	LF	1,000	5.00 = \$	5,000
<i>Subtotal Environmental Mitigation</i>				<i>\$ 5,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code	Unit	Quantity	Unit Price (\$)	Cost
20XXXX Highway Planting	LS	x	= \$	-
20XXXX Irrigation System	LS	x	= \$	-
20XXXX Irrigation System	LS	1	750,000.00 = \$	750,000
204099 Plant Establishment Work	LS	x	= \$	-
204101 Extend Plant Establishment Work	LS	x	= \$	-
20XXXX Follow-up Landscape Project	LS	x	= \$	-
150685 Remove Irrigation Facility	LS	x	= \$	-
20XXXX Maintain Existing (Irrigation or Planted Areas)	LS	x	= \$	-
206400 Check and Test Existing Irrigation Facilities	LS	x	= \$	-
21011X Imported Topsoil (X)	CY/TON	x	= \$	-
20XXXX Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	= \$	-
200122 Weed Germination	SQYD	x	= \$	-
208304 Remove Tree	EA	6	400.00 = \$	2,400
2087XX XX" Conduit (Use for Irrigation x-overs)	LF	x	= \$	-
20890X Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF	x	= \$	-
<i>Subtotal Landscape and Irrigation</i>				<i>\$ 752,400</i>

5C - EROSION CONTROL

Item code	Unit	Quantity	Unit Price (\$)	Cost
210010 Move In/Move Out (Erosion Control)	EA	x	= \$	-
210350 Fiber Rolls	LF	500	8.5 = \$	4,250
74029 Temporary Silt Fence	LF	x	= \$	-
2102XX Rolled Erosion Control Product (X)	SQFT	x	= \$	-
21025X Bonded Fiber Matrix	SQFT/ACRE	x	= \$	-
210300 Hydromulch	SQFT	x	= \$	-
210420 Straw	SQFT	x	= \$	-
210430 Hydroseed	SQFT	40000	0.35 = \$	14,000
210600 Compost	SQFT	x	= \$	-
210630 Incorporate Materials	SQFT	x	= \$	-
<i>Subtotal Erosion Control</i>				<i>\$ 18,250</i>

5D - NPDES

Item code	Unit	Quantity	Unit Price (\$)	Cost
130300 Prepare SWPPP	LS	1	10,000.00 = \$	10,000
130200 Prepare WPCP	LS	x	= \$	-
130100 Job Site Management	LS	1	10,000.00 = \$	10,000
130330 Storm Water Annual Report	EA	1	1,000.00 = \$	1,000
130310 Rain Event Action Plan (REAP)	EA	2	500.00 = \$	1,000
130320 Storm Water Sampling and Analysis Day	EA	2	1,000.00 = \$	2,000
130520 Temporary Hydraulic Mulch	SQYD	x	= \$	-
130550 Temporary Hydroseed	SQYD	x	= \$	-
130505 Move-In/Move-Out (Temporary Erosion Control)	EA	4	1,000.00 = \$	4,000
130640 Temporary Fiber Roll	LF	x	= \$	-
130900 Temporary Concrete Washout	LS	2	3,000.00 = \$	6,000
130710 Temporary Construction Entrance	EA	2	6,200.00 = \$	12,400
130610 Temporary Check Dam	LF	x	= \$	-
130620 Temporary Drainage Inlet Protection	EA	2	1,000.00 = \$	2,000
130730 Street Sweeping	LS	x	= \$	-
<i>Subtotal NPDES</i>				<i>\$ 48,400</i>
				\$ 824,100

TOTAL ENVIRONMENTAL**Supplemental Work for NPDES**

066595 Water Pollution Control Maintenance Sharing*	LS	x	100,000.00 = \$	-
066596 Additional Water Pollution Control**	LS	1	10,000.00 = \$	10,000
066597 Storm Water Sampling and Analysis***	LS	x	= \$	-
XXXXXX Some Item	LS	x	= \$	-
<i>Subtotal Supplemental Work for NDPS</i>				<i>\$ 10,000</i>

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860401	Lighting	LS	1	x	600,000.00	= \$	600,000
860460	Lighting and Sign Illumination	LS		x		= \$	-
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		= \$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		= \$	-
5602XX	Install Sign Structure (Type X)	LB		x		= \$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		= \$	-
86080X	Inductive Loop Detectors	EA/LS		x		= \$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		= \$	-
15075X	Remove Sign Structure	EA/LS		x		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System Elen	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 600,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	EA	1	x	5,000.00	= \$	5,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
5602XX	Furnish Sign	SQFT		x		= \$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		= \$	-
150711	Remove Painted Traffic Stripe	LF		x		= \$	-
141101	Remove Yellow Painted Traffic Stripe (Hazardous	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA		x		= \$	-
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF		x		= \$	-
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= \$	-
120090	Construction Area Signs	LS		x		= \$	-
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping							\$ 5,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	\$ 5,000	= \$	10,000
066062	COZEED	EA	20		\$ 2,600	\$	52,000
	Press Release/Media Alerts	EA	104		\$ 500	\$	52,000
	Portable CMS	EA	\$ 24		\$ 3,500	\$	84,000
Subtotal Traffic Management Plan							\$ 198,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA		x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA		x		= \$	-
120100	Traffic Control System	LS	1	x	200,000.00	= \$	200,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 200,000

TOTAL TRAFFIC ITEMS	\$ 1,003,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY/TON		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON		x		= \$	-
26020X	Class 2 Aggregate Base	TON/CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
130620	Temporary Drainage Inlet Protection	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
128601	Temporary Signal System	LS		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
80010X	Temporary Fence (Type X)	LF		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	LS	1	x	200,000	= \$	200,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$	200,000
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SUBTOTAL SECTIONS 1 through 7	\$	3,149,500
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SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items	1.0%	\$	31,495
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8B - Bike Path Items

Bike Path Items	1.0%	\$	31,495
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8C - Other Minor Items

Other Minor Items	8.0%	\$	251,960
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Total of Section 1-7	\$	3,149,500	x	10.0%	= \$	314,950
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TOTAL MINOR ITEMS	\$	315,000
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SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	\$	3,464,500	x	10%	= \$	346,450

TOTAL ROADWAY MOBILIZATION	\$	346,500
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		= \$	-
066094	Value Analysis	LS	1	x	40,000.00	= \$	40,000
066070	Maintain Traffic	LS	1	x	50,000.00	= \$	50,000
066919	Dispute Resolution Board	LS		x		= \$	-
066921	Dispute Resolution Advisor	LS		x		= \$	-
066015	Federal Trainee Program	LS		x		= \$	-
066610	Partnering	LS		x		= \$	-
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	= \$	10,000
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Total Section 1-8	\$	3,464,500	4%	= \$	138,580
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TOTAL SUPPLEMENTAL WORK	\$	238,600
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	50,000.00	=	\$50,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
066901	Water Expenses	LS	1	x	5,000.00	=	\$5,000
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	10,000.00	=	\$10,000
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		\$	3,464,500		2%	= \$	69,290

TOTAL STATE FURNISHED	\$139,300
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$22,789,035	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$25,059,398	(used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	240	X	\$5,698	=	\$1,367,400

TOTAL TIME-RELATED OVERHEAD	\$1,367,400
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SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)	#REF!	#REF!
Additional or Residual Contingency		(for Unknown/Undefined Risks)	#REF!	#REF!
Total Section 1-12	\$	5,556,300	x 20%	= \$1,111,260

TOTAL CONTINGENCY*	\$1,111,300
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	10/04/24		10/04/24		00/00/00
Bridge Name	SR168 Enterprise Canal POC		SR168 Enterprise Canal POC		XXXXXXXXXXXXXXXXXXXX
Bridge Number	TBD		TBD		57-XXX
Structure Type	Tied-Arch		CIP Box Girder		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	18 LF		16 LF		0 LF
Total Bridge Length (Feet)	497 LF		457 LF		0 LF
Total Area (Square Feet)	8952 SQFT		7317 SQFT		0 SQFT
Structure Depth (Feet)	2 LF		4 LF		0 LF
Footing Type (pile or spread)	Pile		Pile		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$1,400		\$400		\$0
COST OF EACH	\$12,532,716		\$2,926,912		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total 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)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$15,459,628
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$1,545,963
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STRUCTURES CONTINGENCY*	25%	\$3,864,907
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TOTAL COST OF STRUCTURES	\$20,870,498
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Estimate Prepared By: Shaun Sumpter, SE
XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

1/9/2024
Date

EA: 06-0U840 PA&ED: 616000055

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	830,000
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	300,000
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	20,000
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,150,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,198,875
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N)	RIGHT OF WAY SUPPORT	\$40,000
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Support Cost Estimate	Greg Gross, PE	(559) 293-4799
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared		
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

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

06 - FRE - 168 - PM R9.4
06-0U840 - 0616000055 -6745
20.XX.400.100 (Locally Generated Funds)
12/2024

Project Report For Project Approval

On Route 168

Between East of Temperance Ave. south of Owens Mountain Parkway

And West of the Enterprise Canal. over State Route 168

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,
Central Region Division Chief, Right of Way

APPROVAL RECOMMENDED:



ELLERY B ELLIS, Project Manager

APPROVED:


for DIANA GOMEZ, District 6 Director

12-27-24
Date

Vicinity Map



Enterprise Canal Pedestrian Bridge over SR 168 – Project Location

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.



12/06/2024

REGISTERED CIVIL ENGINEER

DATE



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1. INTRODUCTION

Project Description:

The City of Clovis (City) in cooperation with the California Department of Transportation (Caltrans), District 6, is proposing to construct a Class I trail/pedestrian bridge overcrossing spanning State Route (SR) 168 east of Temperance Avenue and south of Owens Mountain Parkway in the city of Clovis, Fresno County, California. The proposed project will extend the Enterprise Canal Trail south of SR 168 and provide direct bicyclist and pedestrian access to the Clovis Community Hospital Complex.

The preferred alternative (Build) will utilize a cast-in-place box girder bridge. The proposed bridge will be approximately 16 feet wide and 987 feet long, provide a minimum vertical clearance over SR 168 of 18.5 feet and a minimum vertical clearance over Tollhouse Road of 17.5 feet, and have a combined approach length of approximately 638 feet north and south of the bridge. The approaches will consist of embankment fill and retaining walls, where necessary. The preferred alternative cost estimate is approximately \$20,700,000.

Project Limits	<i>06-FRE-168 (R9.4)</i>	
Number of Alternatives	<i>2 (Build – Preferred/No Build)</i>	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$4,455,000	\$4,652,000
Capital Outlay Construction	\$20,700,000	\$22,600,000
Capital Outlay Right-of-Way	\$1,320,000	\$1,377,000
Funding Source	<i>CMAQ and Local</i>	
Funding Year	<i>Beyond 26/27</i>	
Type of Facility	<i>Pedestrian Bridge</i>	
Number of Structures	<i>1</i>	
Environmental Determination or Document	<i>IS/ND (CEQA) September 2024 CE (NEPA) October 2024</i>	
Legal Description	<i>City of Clovis in Fresno County east of Temperance Ave and south of Alluvial Ave/Owens Mountain Parkway over SR 168 at PM R9.4/R9.5</i>	
Project Development Category	<i>Category 5 Project</i>	

2. RECOMMENDATION

It is recommended that the Project Report (PR) be approved using the preferred build alternative with a cast-in-place box girder bridge and authorization be granted to proceed with the preparation of Plans, Specifications, and Estimates (PS&E). The Draft Project Report along with the Draft Initial Study/Negative Declaration (IS/ND) was reviewed and circulated for public review and comment. The City and Caltrans have been consulted with respect to the recommended plan and are in general support with the plan as presented.

3. BACKGROUND

The City's General Plan Open Space and Conservation Element sets forth goals and policies that provide for sufficient open space and recreational facilities that serve existing residents as well as future growth planned in Clovis. The Circulation Element of the General Plan determines the transportation system necessary to accommodate that growth. The City's goal for the Class I trail/pedestrian bridge over State Route 168 is to provide safe and efficient movement of pedestrians and bicyclists along the Enterprise Canal Trail. The proposed bridge serves to encourage an alternative mode of non-motorized transportation by connecting, in the short term, the growing Clovis Community Medical Center to existing and planned mixed land use and business complexes in an area that is known as the Clovis Research & Technology Business Park. The proposed project also serves to improve air quality, decrease traffic congestion, and reduce the potential of vehicle related collisions with bicycles and pedestrians.

At the planned location, SR 168 is a 4-lane expressway with an 84-foot wide median. It is also designated as a terminal access STAA truck route. The pedestrian bridge will be located within Caltrans SR 168 Right-of-Way and will be designed to satisfy Caltrans design requirements. The City plans to enter in a maintenance agreement with Caltrans to define responsibilities for maintenance, as the bridge will connect to the City's trail system.

In September 2015, the City held a kickoff meeting to discuss the development of the Master Transportation Plan for the proposed project. Staff members from the City's Planning Division and City Administration Department were in attendance. Michael Navarro and Neil Bretz of Caltrans District 6 were also in attendance. The Fresno Irrigation District also participated in the kickoff meeting.

City staff held a public workshop on January 24, 2018, giving the public (local businesses and residents) the opportunity to comment and discuss the proposed bridge alignments, as well as the probable benefits/impacts of the bridge on the surrounding area. Twenty-two (22) people attended the workshop and provided input and comments.

Caltrans and the City approved the Project Study Report-Project Development Support (PSR-PDS) on June 11, 2018.

City staff held a public workshop on January 25, 2023, giving the public (local businesses and residents) the opportunity to comment and discuss the proposed bridge type alternatives that are being considered including a concrete box-girder, tied-arch, and a cable-stayed bridge.

City staff held a public workshop on July 12, 2023, giving the public (local businesses and residents) the opportunity see revisions made to the three bridge alternatives and to introduce the trail amenities such as railing type, lighting, monuments, landscaping, and overall vision for further discussion at a future meeting.

The Master Transportation plan for the Class I trail/pedestrian Bridge over State Route 168 was funded by state only Active Transportation Program (ATP) funds and local agency funds. The City secured Congestion Mitigation & Air Quality (CMAQ) Improvement Program funds to complete the plans, specifications, estimate, and environmental approvals. Concurrent with the development of the DPR, the City is in the process of applying for additional funding. In August of 2022, the City of Clovis secured \$2M in a State earmark also known as Priority Legislative Budget Projects (PLBP) funds to assist in funding the Construction phase.

In 2022, the City extended Owens Mountain Parkway, which included a reinforced concrete box structure at the FID canal. These improvements provide a connection between the existing Enterprise Canal trail and the proposed project.

The Initial Study with Proposed Negative Declaration (IS/ND) was approved on September 17, 2024 following a 30 day circulation period to the public for review and comment.

4. PURPOSE AND NEED

Purpose:

The purpose of the proposed project is to provide bicyclists and pedestrians a safe and continuous path of travel along the Enterprise Canal trail over State Route 168. The project extends the existing trail from its Owens Mountain Parkway alignment, south over SR 168 for direct access to Clovis Community Medical Center. This connection is a critical link for all bicyclists and pedestrians utilizing the overall Enterprise Canal Trail system that connects to the Dry Creek Trail system and the future Sierra Gateway trail system leading to northeast Clovis. The project also aims to improve overall pedestrian bicycle safety and encourage non-motorized transportation.

Need:

The Enterprise Canal Class I Trail/Pedestrian Bridge over State Route 168 is necessary to provide a safe path for pedestrian and bicyclists over State Route 168. The bridge will link sections of the Enterprise Canal Trail, currently separated by State Route 168. The bridge will also link the commercial, residential, mixed use, and business campuses in the immediate area. Once constructed, the bridge will provide bicyclists and pedestrians safe, direct, and continuous access over State Route 168, enhancing connectivity to Clovis' extensive trail network in the community. The project intends to meet the goals and policies of the General Plan by offering an alternative mode of transportation that provides for the safe and efficient movement of pedestrians and bicyclists.

A. Deficiencies and Justification

Currently the Enterprise Canal Trail System ends at Owens Mountain Parkway. If bicyclists and pedestrians want to continue traveling south, they have to travel along Owens Mountain Parkway, crossing several public drive approaches providing access to an existing commercial center, before getting to Temperance Avenue where a roundabout was recently constructed. Users heading south on Temperance Avenue will continue to use sidewalks or bicycle lanes to cross under State Route 168, where they must cross multiple highway on- and off-ramps.

This project will improve pedestrian and bicycle access to major activity centers in the immediate vicinity such as the Clovis Community Center, the California Health Sciences Campus, Clovis Research and Technology Business Park, Sunrise Pavilion Shopping Center, other trail segments, and many residential land uses. The project does not impact any category of farmland, but it does support the Sustainable Communities Strategies by reducing PM 2.5 emissions and increasing reliability and public safety. The goal of this project is to install the next segment of trail along the Enterprise Canal and a pedestrian bridge over SR 168, where it will connect with trails south of SR 168 alignment, providing its users a safe path of travel from the motoring public.

Based on counts performed along the Enterprise Canal, there is an overall increase in use of the Enterprise Canal Trail from 2015 to 2017 as outlined below:

North of Owens Mountain Parkway:

10/19/17 to 10/25/17:	Total of 465 trail users at this site for this time period
10/11/16 to 10/17/16:	Total of 245 trail users at this site for this time period
10/13/15 to 10/21/15:	Total of 310 trail users at this site for this time period

West of Armstrong Avenue:

10/19/17 to 10/25/17:	Total of 1547 trail users at this site for this time period
10/11/16 to 10/17/16:	Total of 1244 trail users at this site for this time period
10/13/15 to 10/21/15:	Total of 1275 trail users at this site for this time period

Use of the Enterprise Canal Trail is expected to increase due to developments in the area, such as the RT Park expansion, California Health Science Campus, growth of the Clovis Community Medical Center, and new nearby residential developments.

B. Regional and System Planning

The Enterprise Canal Trail route was identified in the mid-1970s by Fresno County as a regional recreational trail route of countywide significance. The Enterprise Canal trail corridor extends via Shaw Avenue from the Friant Kern Canal on the east to the San Joaquin River Bluffs on the west via Copper Avenue.

On June 27, 1988, the City of Clovis Council adopted the Herndon-Shepherd Specific Plan which included the Enterprise Canal Trail as a vital component of a multipurpose plan for the orderly growth of the City. The identification of this trail route for public use was further validated in the 1993 update of the City of Clovis General Plan. In addition, the Enterprise Canal Trail, specifically the proposed Class I Trail/Pedestrian Bridge over State Route 168, is included in the City's 2016 Active Transportation Plan.

The trail along the Enterprise Canal and the pedestrian bridge over State Route 168 was included and evaluated under the 2018 Fresno Council of Governments Regional Transportation Plan. The completion of this project would further the goals adopted in the Clovis General Plan and Clovis Active Transportation Plan.

The Enterprise Canal trail is also included in the 2011 Fresno Council of Governments Fresno County Regional Trails Plan.

Preparation of the Master Transportation Development Plan supports the policies, goals, and objectives of the 2018 Regional Transportation Plan by maximizing bicycling and walking through its recognition and integration in planning activities, planning safe, convenient, and continuous routes for all types of users, safe, and efficient movement with minimal impacts on local roads and neighborhoods, and by improving bicycle and pedestrian safety through education and enforcement.

C. Traffic

Nearby traffic travels with a speed limit of 50 mph on Temperance Avenue and 40 mph on Alluvial Avenue. The latest available average daily traffic (ADT) volume from the Clovis GIS Tool at the intersection of Temperance Avenue and Alluvial Avenue/Owens Mountain Parkway is 11,353 in 2017. Fresno Council of Governments projections indicate this volume will exceed 22,084 by 2035.

According to data obtained from the City, 48 collisions have been reported on Temperance Avenue between Herndon Avenue and just north of the Alluvial/Owens Mountain intersection since 2017. In 2020, the City constructed a roundabout at the intersection of Temperance Avenue and Alluvial/Owens Mountain Parkway. Of the

48 collisions that occurred, 10 collisions occurred in the vicinity of the SR 168/Temperance Avenue interchange and 7 of these collisions were rear end collisions. The proposed project intends to offer an alternative path of travel for pedestrians and bicyclists to increase safety.

5. ALTERNATIVES

5A. VIABLE ALTERNATIVES

Bridge Type 2 – Cast-in-Place Box Girder Bridge (Preferred)

The preferred alternative is the Build alternative with a cast-in-place box girder bridge (Bridge Type 2).

The Bridge Type 2 alignment connects to the Enterprise Canal maintenance access road near the hospital campus and crosses SR 168. The crossing location is approximately 90 feet west of the Enterprise Canal on the south side of SR 168 and approximately 25 feet east of the Caltrans basin on the north side of SR 168. The alignment then runs along the northeast Caltrans basin boundary line (APN 564-032-40) and connects to the Owens Mountain Parkway future improvements.

The bicycle/pedestrian bridge structure will be located such that the bridge supports avoid impacting the Enterprise Canal Box Culvert (Br. No. 42-0422). Right-of-way acquisition and utility relocation would be required for this alternative. Preliminary estimated cost for right-of-way acquisition is approximately \$1,320,000.

The placement of the structure support in the median for Bridge Type 2 will disrupt the existing drainage at that location. The additional cost to address the drainage concerns on this bridge type is reflected in the cost estimate.

The current estimated construction cost for this bridge type is \$20,700,000.

Design Standard Risk Assessment

There are no anticipated nonstandard design features associated with this project for any alternative.

Railroad Involvement

There is no anticipated railroad involvement associated with this project for any alternative.

High-Occupancy Vehicle (Bus and Carpool) Lanes

There are no anticipated high-occupancy vehicle lanes associated with this project for any alternative.

One build alternative considering three bridge types was evaluated for this project. Each type has common design features, but the structure type and structure bent locations vary between each bridge type. Each bridge type required a slight variation of the horizontal alignment and vertical profile, based on design considerations related to the trail conform locations and vertical clearances required over SR 168 and Tollhouse Road. Bridge types that were also considered include Bridge Type 1 (Cable-Stayed) and Bridge Type 3 (Tied-Arch).

Bridge Type 1 – Cable Stayed Bridge

The Bridge Type 1 alignment connects to the Enterprise Canal maintenance access road near the hospital campus and crosses SR 168. The crossing location is approximately 90 feet west of the Enterprise Canal on the south side of SR 168 and approximately 25 feet east of the Caltrans basin on the north side of SR 168. The alignment then runs along the northeast Caltrans basin boundary line (APNs 564-032-40, 47) and connects to the Owens Mountain Parkway improvements. The bicycle/pedestrian bridge structure will be located such that the bridge supports avoid impacting the Enterprise Canal Box Culvert (Br. No. 42-0422).

The current estimated construction cost for this bridge type is \$38,800,000.

Bridge Type 3 – Tied-Arch

The Bridge Type 3 alignment connects to the Enterprise Canal maintenance access road near the hospital campus and crosses SR 168. The crossing location is approximately 40 feet west of the Enterprise Canal on the south side of SR 168 and approximately 55 feet east of the Caltrans basin on the north side of SR 168. The alignment then runs along the northeast Caltrans basin boundary line (APNs 564-032-40, 47) and connects to the Owens Mountain Parkway improvements. The bicycle/pedestrian bridge structure will be located such that the bridge supports avoid impacting the Enterprise Canal Box Culvert (Br. No. 42-0422).

The placement of the structure support just south of the SR 168 eastbound lanes for Type 3 will require temporary pavement in the median to maintain existing conditions during construction. The additional cost for the additional temporary pavement needed on this bridge type is reflected in the cost estimate.

The current estimated construction cost for this bridge type is \$36,600,000.

5B. REJECTED ALTERNATIVES

The No-Build alternative does not satisfy the Project purpose and need but was evaluated in compliance with the National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA) requirements.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. Hazardous Waste

There are no hazardous sites identified within the project limits at this time. Some traffic striping and pavement markings may contain lead and will be removed and handled according to department specifications if necessary.

6B. Value Analysis

A value analysis (VA) study is required for all projects costing \$25 million or more. A VA study will not be needed with the preferred alternative since the preliminary cost estimate for the Build alternative with Bridge Type 2 is \$20,700,000.

6C. Resource Conservation

The proposed project will encourage nonmotorized transportation, such as bicycling and walking. The three types have similar impacts and minimizing resource inefficiencies will be taken into consideration throughout the bridge type selection process.

6D. Right-of-Way Issues

Right of way acquisitions and temporary construction easements from private landowners will be required with the preferred alternative. The southern trail conform encroaches on an existing Fresno Irrigation District (FID) easement, so FID will review and approve the construction drawings and issue an encroachment permit. The right of way for the project will be determined based on the final design, and the City will work with landowners in accordance with the Federal Uniform Act and State law to provide fair market value for the property acquired for the project. The information in Right of Way Data sheet (Attachment D.2) and the related exhibit (Attachment D.2.1) pertains to the preferred alternative with the selected bridge type.

Utilities

An existing City water line, FID facilities, PG&E electrical overhead, PG&E electrical underground, and AT&T underground communication line are located within the project vicinity. It's anticipated that the PG&E overhead electrical lines on the south side of Tollhouse Road located within an easement will be impacted by the proposed bridge and will require relocation.

6E. Environmental Compliance

The Negative Declaration has been prepared in accordance with Caltrans' environmental procedures, as well as State and federal environmental regulations. The attached Negative Declaration is the appropriate document for the proposal.

The final IS/ND is included in Attachment I.

6F. Air Quality Conformity

The project alternative is fully compatible with the design concept and scope described in the current regional transportation plan. Impacts to air quality from the proposed project are anticipated to be temporary and would cease upon completion of construction. Construction BMPs and minimization measures would be implemented to minimize construction emissions.

6G. Title VI Considerations

The proposed project would create a more accessible path of travel by extending the segment of pedestrian/bike trail from Owens Mountain Parkway across SR 168, allowing for safer and more efficient movement of pedestrians and nonmotorized vehicles. The project will be developed in accordance with ADA design guidelines and regulations.

6H. Noise Abatement Decision Report

The proposed project would not permanently increase ambient noise levels; therefore, the proposed project would be consistent with the City and Caltrans noise regulations. The project will comply with Section 14-8, Noise and Vibration, of the Caltrans Standard Specifications. In addition, the proposed project would implement best management practices (BMPs) and construction noise minimization measures. Construction noise would be short-term and intermittent.

A Construction Noise Management Plan shall be prepared and shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and methods for assisting in noise reduction measures.

6I. Life-Cycle Cost Analysis

An exemption for a life-cycle cost analysis will be needed for the proposed project since there is no pavement in the construction of the trail and pedestrian bridge.

6J. Reversible Lanes

An analysis of reversible lanes does not apply to this project and is not needed.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

The Initial Study with Proposed Negative Declaration (IS/ND) and DPR was circulated to the public for review and comment for 30 days between June 30, 2024 and July 24, 2024. Comments received during this period are included in Appendix B of the IS/ND document.

Route Matters

There is no change to the access to SR 168 so a freeway agreement is not needed for this project.

Permits

The following permits are anticipated to be required prior to construction of the proposed improvements.

- Fresno Irrigation District (FID) encroachment permit
- Caltrans encroachment permit
- City of Clovis Encroachment Permit
- City of Clovis Tree Removal Permit
- County of Fresno Encroachment Permit
- Central Valley Regional Water Quality Board (RWQCB) General Construction Permit

Cooperative Agreements

An existing cooperative agreement between the City of Clovis and Caltrans was executed and covers all work associated with Project Approval and Environmental Document (PA&ED). A cooperative agreement would be needed for future phases of work (Plans, Specifications, and Estimate (PS&E), right of way acquisitions, and construction). Any additional cooperative agreements required would be in place as needed prior to construction.

Other Agreements

A Construction & Maintenance Agreement (C&M Agreement) would be required between the City of Clovis and Caltrans.

Transportation Management Plan

The Transportation Management Plan (TMP) is included in Attachment F. Consistent with district policy and procedures, it is expected that design of the project, especially staging and traffic control systems, would be coordinated closely with the district TMP coordinator.

Stage Construction

It is anticipated that the project will be constructed in a single stage and two lanes of traffic in each direction will be maintained on SR 168.

There are two locations for construction staging. The limits of the first location to the north is confined between the APE limits and Caltrans R/W and is kept within the City R/W. The limits of the second location to the south is confined between the APE limits and Caltrans R/W. Tollhouse Road may be used for staging during the various possible closures. All staging on Clovis Community Medical Center property will need to be coordinated by the Contractor.

Accommodation of Oversize Loads

This project does not place any height limitations on loads moving in or out of the area. A minimum vertical clearance of 15' shall be used during construction. Post-construction, the falsework would be removed leaving the vertical clearance at approximately 18.5', which satisfies HDM index 309.2(1)(a).

Graffiti Control

This project is within the urban area of Fresno County and, as such, is determined to be in a graffiti-prone area. Implementation of graffiti control measures would be incorporated into the design at the PS&E level.

Storm Water Pollution Prevention Plan (SWPPP)

A Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) permit will be needed and will regulate storm water runoff from this project. Caltrans contract specifications require a Storm Water Pollution Prevention Plan (SWPPP) for each project where the construction work results in greater than 1 acre of Disturbed Soil Area (DSA). This project will have a DSA of approximately 4.3 acres so a SWPPP will be completed prior to approval.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

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

Programming

The City does not currently have funding secured for construction. A defined project and a set schedule are needed to be able to apply for grants. Once the PR is approved and a schedule for design and construction is set, the City will actively go after funding for right-of-way and construction. The City plans to pursue Reconnecting Communities, Active Transportation, and RAISE grants. The design is set to be

completed at the mid of 2026. It is anticipated that funding will be secured in 2025, along with right-of-way acquisitions. Construction can start as early as 2026 but is dependent on receiving a grant.

Estimate

Summary of Project Cost Estimate
Build Alternative with Bridge Type 2 – Box-Girder
\$20,700,000 (\$22,600,000 Escalated)

More detailed preliminary cost estimates for the preferred alternative, including all three bridge types considered have been prepared and can be found in Attachment C.

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)
CIRCULATE DPR & DED EXTERNALLY	M120	06/24/2024
PA & ED	M200	12/9/2024
BEGIN BRIDGE	M222	12/30/2024
RIGHT OF WAY MAPS	M224	4/1/2025
REGULAR RIGHT OF WAY	M225	6/1/2025
DRAFT STRUCTURES PS&E	M378	1/6/2025
PROJECT PS&E	M380	8/30/2026
RIGHT OF WAY CERTIFICATION	M410	5/25/2026
READY TO LIST	M460	9/15/2026
AWARD	M495	10/15/2026
APPROVE CONTRACT	M500	12/15/2026
CONSTRUCTION CONTRACT ACCEPTANCE	M600	9/30/2027
END PROJECT	M800	12/31/2027
FINAL PROJECT CLOSEOUT	M900	3/1/2028

10. RISKS

A Risk Register (Attachment H) has been developed and will continue to be updated throughout the lifecycle of the project. There are various risks that may affect the cost and schedule of the project. There will be impacts to utilities, and coordination with utility companies may also affect the project timeline. Funding will play a major role in determining the project timeline and scope of the project.

11. EXTERNAL AGENCY COORDINATION

Regional Water Quality Control Board
Water Quality Certification

Local Agency
Cooperative Agreement with Caltrans

Fresno Community Hospital & Medical Center
Right-of-way Acquisition

Fresno Irrigation District
Temporary Access Agreement

12. PROJECT REVIEWS

Scoping team field review	N/A	Date	
District Program Advisor	N/A	Date	
Headquarters SHOPP Program Advisor	N/A	Date	
District Maintenance	N/A	Date	
Headquarters Project Delivery Coordinator	N/A	Date	
Project Manager	Ellery Ellis	Date	11/29/23, 4/3/24
FHWA	N/A	Date	
District Safety Review	N/A	Date	
Constructability Review	Caltrans DES	Date	11/29/23
Other	N/A	Date	

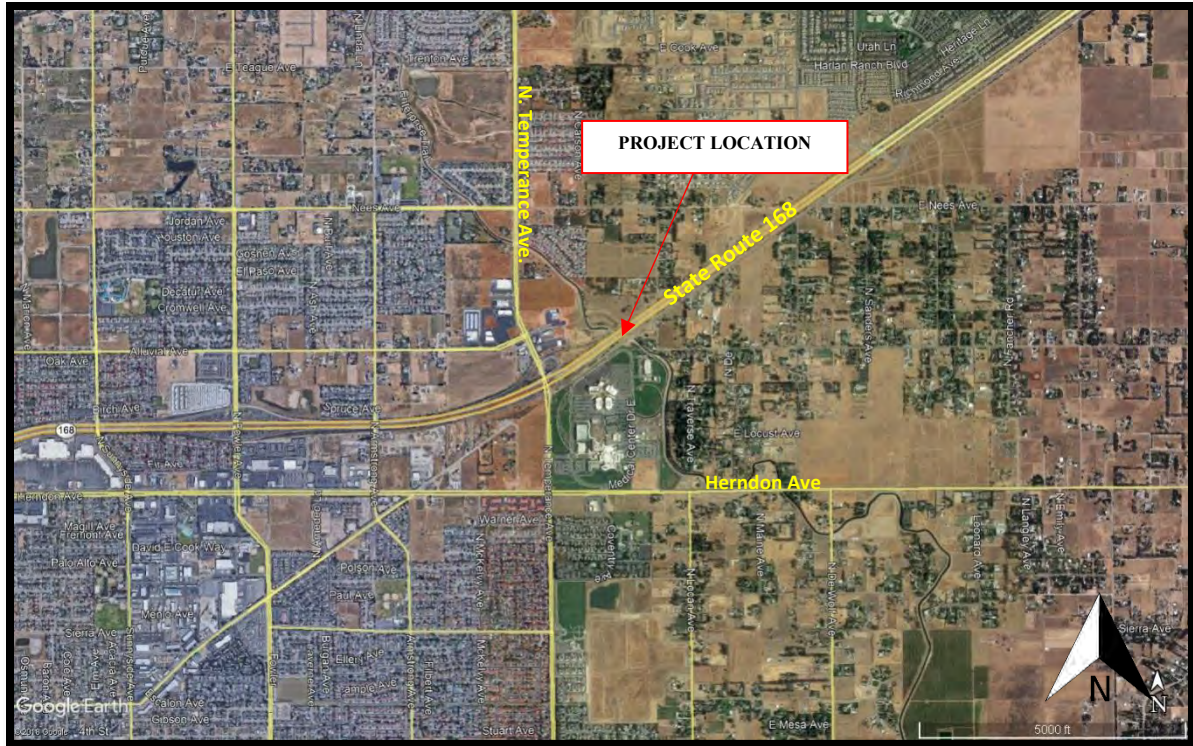
13. PROJECT PERSONNEL

Name	Title	Phone #
Caltrans – District 6		
Ellery Ellis	Project Manager (Caltrans)	(559) 908-7321
City of Clovis		
Ryan Burnett	Engineering Program Manager	(559) 324-2336
Renee Mathis	Director	(559) 324-2351
Jose Sandoval	Project Engineer (City)	(559) 324-2360
Biggs Cardosa Associates, Inc.		
Mahvash Harms	Principal-In-Charge	(408) 839-8878
Shaun Sumpter	Project Manager	(559) 374-3190
Dewberry Engineers		
Greg Gross	Senior Engineer	(559) 293-4799
Elise Barco	Graduate Engineer	(559) 319-8003

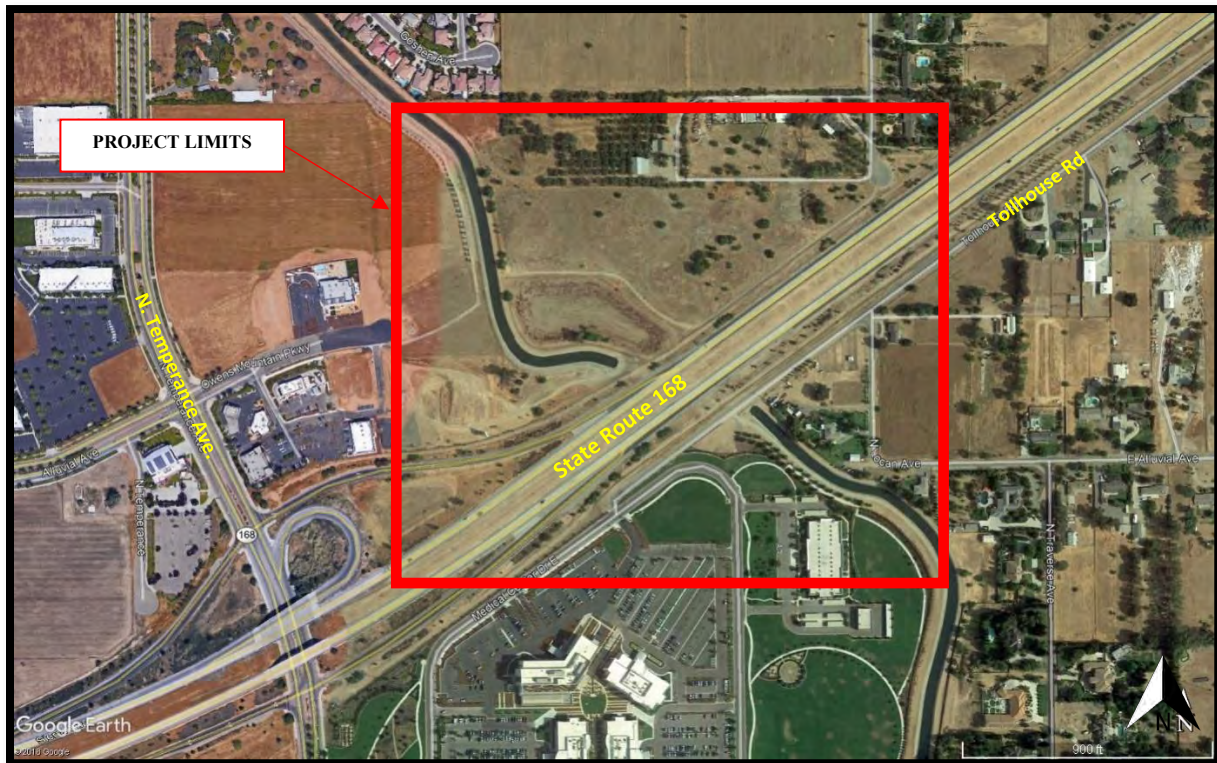
14. ATTACHMENTS

- A. Location Map
- B. Type Exhibits
- C. Project Cost Estimates
- D. Right of Way Data Sheets and Exhibits
- E. Utility Exhibits
- F. Transportation Management Plan Data Sheet
- G. Storm Water Data Report Cover Page
- H. Risk Register
- I. Environmental Document (IS/ND)
- J. APS Study

LOCATION MAP

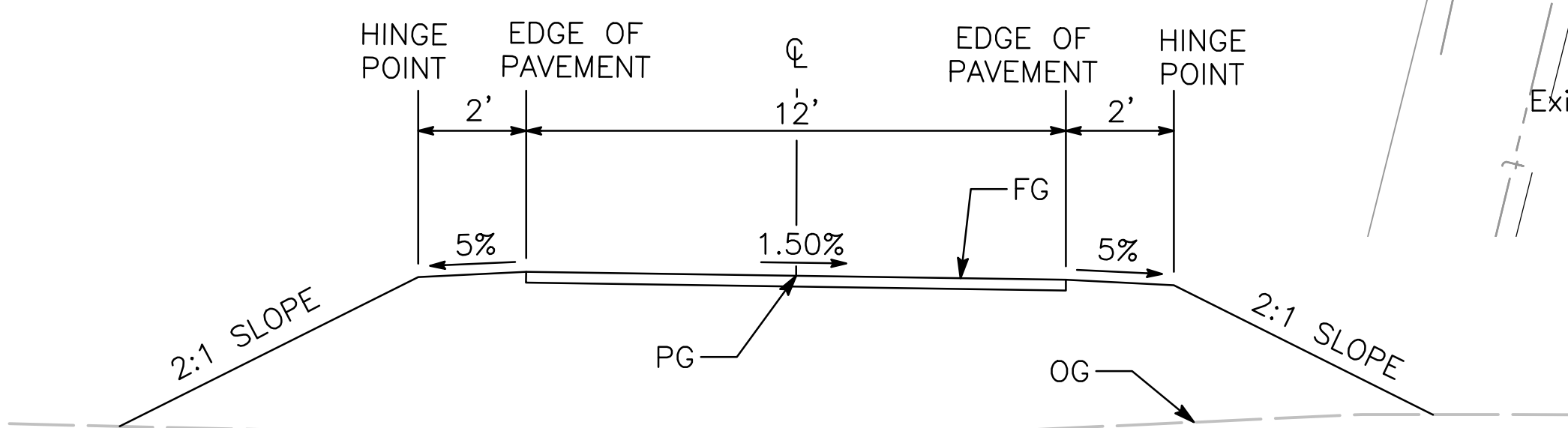
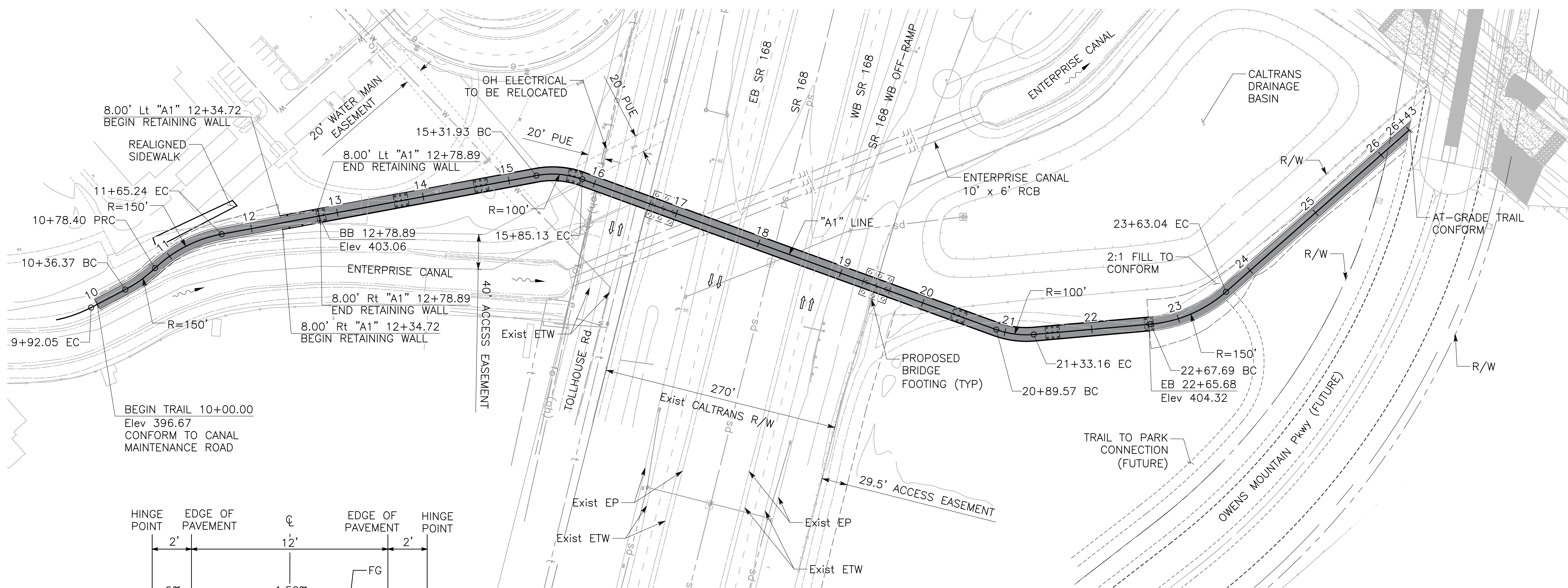


Enterprise Canal Pedestrian Bridge over SR 168 – Project Location

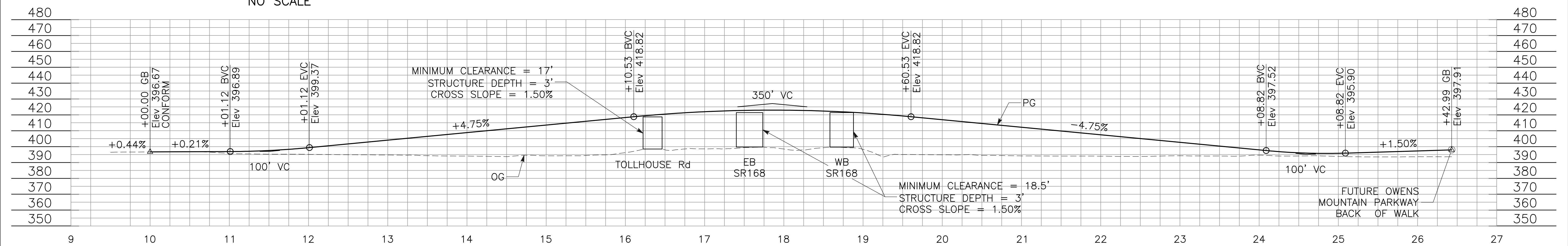


Enterprise Canal Pedestrian Bridge over SR 168 – Project Limits

AGENDA ITEM NO. 10				
TOTAL SHEETS		POST MILES TOTAL PROJECT	ROUTE	168
SHEET NO.		COUNTY	FRE	
Dist	06			



PLAN
SCALE: 1" = 60'



PROFILE
HORIZONTAL: 1"=60'
VERTICAL: 1"=30'

**ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 1 - CABLE STAYED**

USERNAME => ebarco
FILE NAME => 168-R-Ait1

RELATIVE BORDER SCALE
IS IN INCHES



UNIT 0000
Exhibit.dwg

PROJECT NUMBER & PHASE

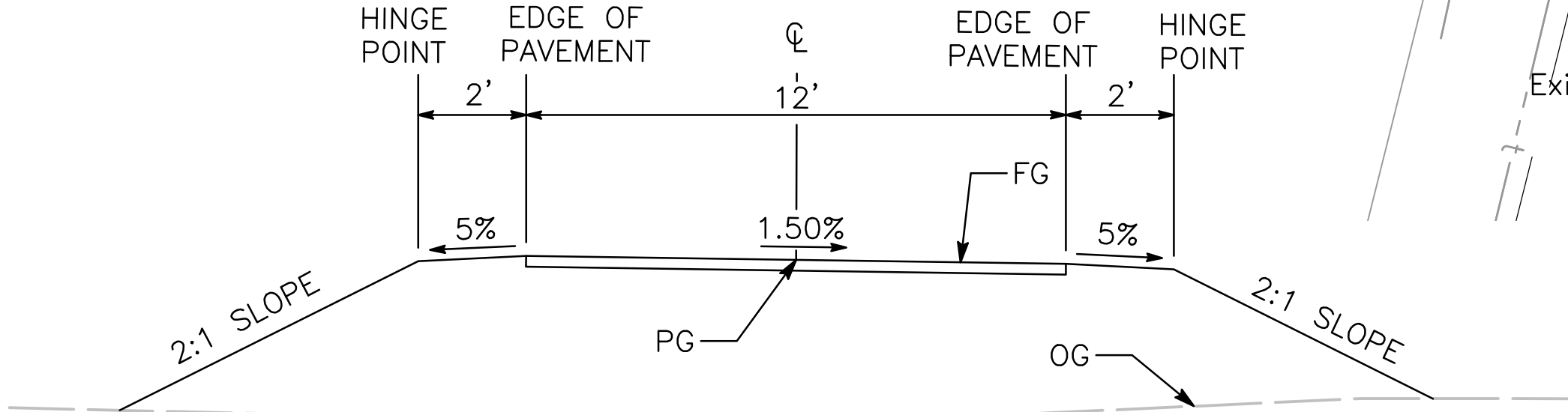
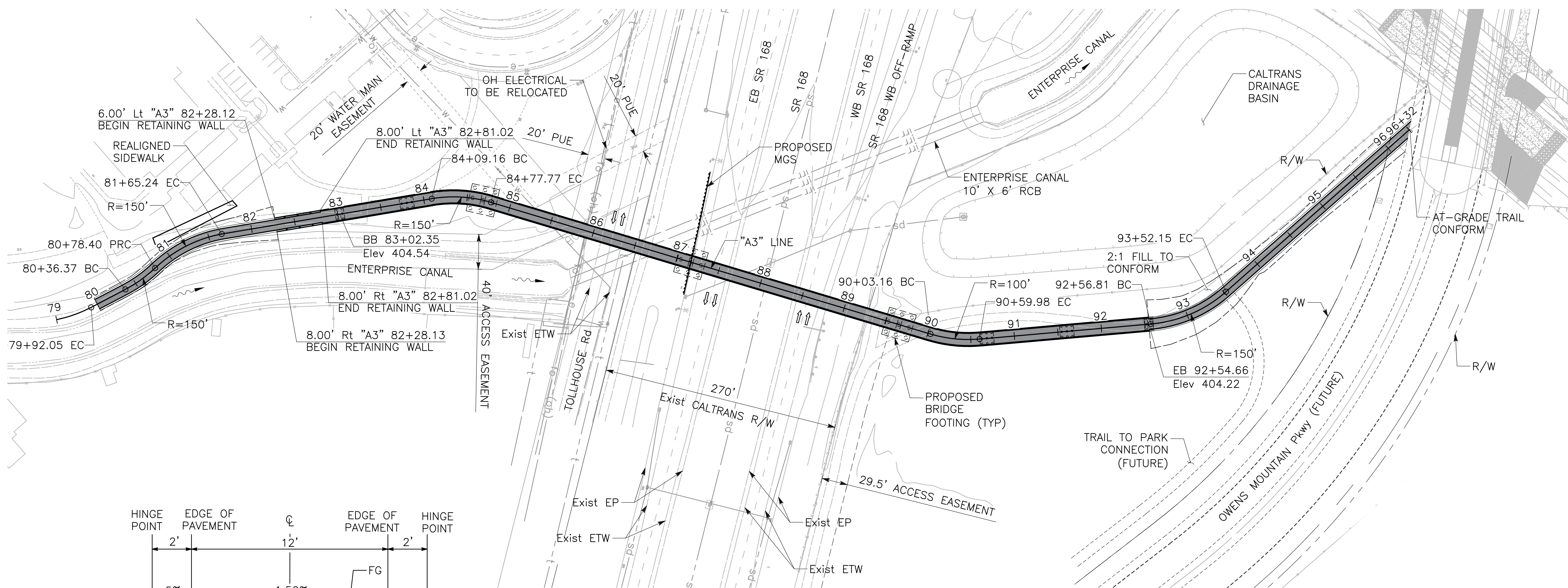
DATE PLOTTED => 04-09-2024
TIME PLOTTED => 2:07 PM
170



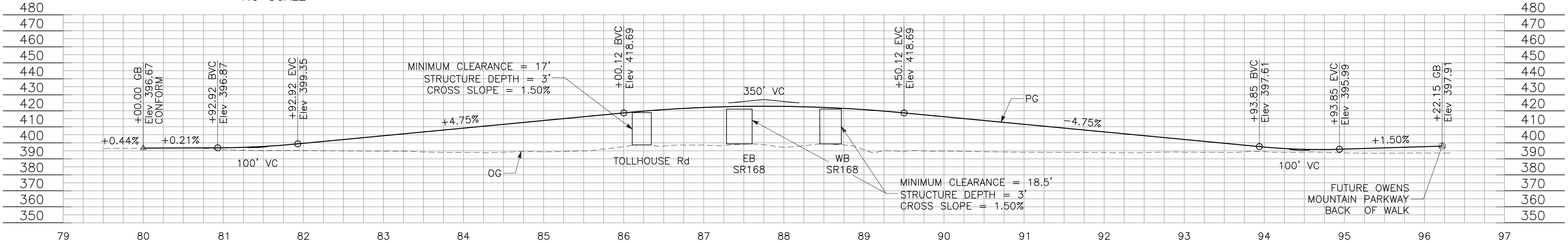
HORIZONTAL: 1"=60'
VERTICAL: 1"=30'

ENTERPRISE CANAL TRAIL AND BRIDGE TYPE 2 - CIP BOX GIRDER

TOTAL SHEETS	SHEET NO.	POST MILES TOTAL PROJECT	ROUTE	COUNTY	DIST
			168	FRE	06



TYPICAL CROSS-SECTION
NO SCALE



PROFILE

HORIZONTAL: 1"=60'
VERTICAL: 1"=30'

**ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 3 - TIED-ARCH**

PROJECT

AGENDA ITEM NO. 10.

PLANNING COST ESTIMATE

EA: 06-0U840 PA&ED: 616000055

EA: 06-0U840

PA&ED: 616000055

District-County-Route: 06-FRE-168

PM: R9.4 - R9.5

Type of Estimate : Project Report

Program Code : 20.XX.400.100 (Locally Generated Funds)

Project Limits : East of Temperance Ave, South of Owens Mountain Pkwy, West of the Enterprise Canal, over State Route 168 in Clovis, CA

Project Description: Class I Trail/Pedestrian bridge

Scope : Trail extension and signature bridge crossing over SR 168

Type: Type # 1 - Cable-Stayed

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 6,453,500	\$ 7,155,000
TOTAL STRUCTURES COST	\$ 22,678,200	\$ 25,141,000
SUBTOTAL CONSTRUCTION COST	\$ 29,131,700	\$ 32,296,000
TOTAL RIGHT OF WAY COST	\$ 1,335,000	\$ 1,392,000
TOTAL CAPITAL OUTLAY COSTS	\$ 30,467,000	\$ 33,688,000
PA/ED SUPPORT	\$ 400,000	\$ 400,000
PS&E SUPPORT	\$ 4,357,875	\$ 4,358,000
RIGHT OF WAY SUPPORT	\$ 40,000	\$ 42,000
CONSTRUCTION SUPPORT	\$ 3,495,804	\$ 3,852,000
TOTAL SUPPORT COST	\$ 8,294,000	\$ 8,652,000

TOTAL PROJECT COST	\$ 38,800,000	\$ 42,350,000 *
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Programmed Amount

Date of Estimate (Month/Year) 12 / 2024
 Estimated Construction Start (Month/Year) 1 / 2027
 Number of Working Days = 240
 Estimated Mid-Point of Construction (Month/Year) 6 / 2027
 Estimated Construction End (Month/Year) 12 / 2027
 Number of Plant Establishment Days 365

Estimated Project Schedule

PID Approval 6/11/2018
 PA/ED Approval 12/9/2024
 PS&E 8/30/2026
 RTL 9/15/2026
 Begin Construction 1/1/2027

Reviewed by District O.E. or
Cost Estimate Certifier

Office Engineer / Cost Estimate Certifier	xx/xx/xxxx	(xxx) xxx-xxxx
Date		Phone

Approved by Project Manager

Project Manager	xx/xx/xxxx	(xxx) xxx-xxxx
Date		Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 303,900
2	Pavement Structural Section	\$ 381,900
3	Drainage	\$ 100,000
4	Specialty Items	\$ 216,300
5	Environmental	\$ 824,100
6	Traffic Items	\$ 1,103,000
7	Detours	\$ 5,000
8	Minor Items	\$ 293,500
9	Roadway Mobilization	\$ 322,800
10	Supplemental Work	\$ 239,200
11	State Furnished	\$ 134,600
12	Time-Related Overhead	\$ 1,453,600
13	Total Roadway Contingency	\$ 1,075,600
TOTAL ROADWAY ITEMS		\$ 6,453,500

Estimate Prepared By : Greg Gross, PE 1/9/2024 (559) 293-4799
 Name and Title Date Phone

Estimate Reviewed By : _____
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	36	x	20.00	= \$	720
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Ditch Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY	1,838	x	135.00	= \$	248,130
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
160101	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x		= \$	-
210130	Duff	ACRE		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	303,900
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	272	x	200.00	= \$	54,400
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260203	Class 2 Aggregate Base	TON/CY	272	x	140.00	= \$	38,080
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731521	Minor Concrete (SIDEWALK)	CY	11	x	1,164.00	= \$	12,804
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	7,901	x	35.00	= \$	276,535
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	381,900
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SECTION 3: DRAINAGE

Item code		Unit	Quantity	Unit Price (\$)		Cost
15080X	Remove Culvert	EA/LF	x	= \$		-
150820	Modify Inlet	EA	x	= \$		-
155232	Sand Backfill	CY	x	= \$		-
15020X	Abandon Culvert	EA/LF	x	= \$		-
152430	Adjust Inlet	LF	x	= \$		-
155003	Cap Inlet	EA	x	= \$		-
510501	Minor Concrete	CY	x	= \$		-
510502	Minor Concrete (Minor Structure)	CY	x	= \$		-
5105XX	Minor Concrete (Type XX)	CY	x	= \$		-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	= \$		-
6411XX	XX" Plastic Pipe	LF	x	= \$		-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	= \$		-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	= \$		-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	= \$		-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	= \$		-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	= \$		-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	= \$		-
7050XX	XX" Steel Flared End Section	EA	x	= \$		-
703233	Grated Line Drain	LF	x	= \$		-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	= \$		-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	= \$		-
721420	Concrete (Ditch Lining)	CY	x	= \$		-
721430	Concrete (Channel Lining)	CY	x	= \$		-
750001	Miscellaneous Iron and Steel	LB	x	= \$		-
XXXXXX	Additional Drainage	LS	1 x	100,000.00 = \$		100,000

TOTAL DRAINAGE ITEMS	\$ 100,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity	Unit Price (\$)		Cost
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	= \$		-
15325X	Remove Sound Wall	LF/LS	x	= \$		-
070030	Lead Compliance Plan	LS	x	= \$		-
141120	Treated Wood Waste	LB	x	= \$		-
153221	Remove Concrete Barrier	LF	x	= \$		-
150662	Remove Metal Beam Guard Railing	LF	x	= \$		-
150668	Remove Flared End Section	EA	x	= \$		-
192037	Structure Excavation (Retaining Wall)	CY	106 x	150.00 = \$		15,900
193013	Structure Backfill (Retaining Wall)	CY	160 x	150.00 = \$		24,000
832001	Metal Beam Guard Railing	LF	x	= \$		-
839301	Single Thrie Beam Barrier	LF	x	= \$		-
839310	Double Thrie Beam Barrier	LF	x	= \$		-
833020	Chain Link Railing	LF	100	150.00 = \$		15,000
8395XX	Terminal System (Type CAT)	EA	x	= \$		-
839585	Alternative Flared Terminal System	EA	x	= \$		-
839584	Alternative In-line Terminal System	EA	x	= \$		-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF	x	= \$		-
839XXX	Crash Cushion (Insert Type)	EA	x	= \$		-
83XXXX	Concrete Barrier (Insert Type)	LF	x	= \$		-
520103	Bar Reinforced Steel (Retaining Wall)	LB	16,200 x	2.00 = \$		32,400
510060	Structural Concrete, Retaining Wall	CY	106 x	1,000.00 = \$		106,000
513553	Retaining Wall (Masonry Wall)	SQFT	x	= \$		-
511035	Architectural Treatment	SQFT	900 x	20.00 = \$		18,000
598001	Anti-Graffiti Coating	SQFT	x	= \$		-
203070	Rock Stain	SQFT	x	= \$		-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT	x	= \$		-
83954X	Transition Railing (Type X)	EA	x	= \$		-
597601	Prepare and Stain Concrete	SQFT	x	= \$		-
839561	Rail Tensioning Assembly	EA	x	= \$		-
83958X	End Anchor Assembly (Type X)	EA	x	= \$		-
XXXXXX	Some Item	Unit	x	= \$		-

TOTAL SPECIALTY ITEMS	\$ 216,300
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code		Unit	Quantity		Unit Price (\$)		Cost
	Biological Mitigation	LS		x	=	\$	-
130670	Temporary Reinforced Silt Fence	LF		x	=	\$	-
141000	Temporary Fence (Type ESA)	LF	1,000	x	5.00	= \$	5,000
<i>Subtotal Environmental Mitigation</i>							<i>\$ 5,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity		Unit Price (\$)		Cost
20XXXX	Highway Planting	LS		x	=	\$	-
20XXXX	Irrigation System	LS		x	=	\$	-
20XXXX	Landscape and Irrigation	LS	1	x	750,000.00	= \$	750,000
204099	Plant Establishment Work	LS		x	=	\$	-
204101	Extend Plant Establishment Work	LS		x	=	\$	-
20XXXX	Follow-up Landscape Project	LS		x	=	\$	-
150685	Remove Irrigation Facility	LS		x	=	\$	-
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS		x	=	\$	-
206400	Check and Test Existing Irrigation Facilities	LS		x	=	\$	-
21011X	Imported Topsoil (X)	CY/TON		x	=	\$	-
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD		x	=	\$	-
200122	Weed Germination	SQYD		x	=	\$	-
208304	Remove Tree	EA	6	x	400.00	= \$	2,400
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF		x	=	\$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation)	LF		x	=	\$	-
<i>Subtotal Landscape and Irrigation</i>							<i>\$ 752,400</i>

5C - EROSION CONTROL

Item code		Unit	Quantity		Unit Price (\$)		Cost
210010	Move In/Move Out (Erosion Control)	EA		x	=	\$	-
210350	Fiber Rolls	LF	500	x	8.5	= \$	4,250
74029	Temporary Silt Fence	LF		x	=	\$	-
2102XX	Rolled Erosion Control Product (X)	SQFT		x	=	\$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE		x	=	\$	-
210300	Hydromulch	SQFT		x	=	\$	-
210420	Straw	SQFT		x	=	\$	-
210430	Hydroseed	SQFT	40000	x	0.35	= \$	14,000
210600	Compost	SQFT		x	=	\$	-
210630	Incorporate Materials	SQFT		x	=	\$	-
<i>Subtotal Erosion Control</i>							<i>\$ 18,250</i>

5D - NPDES

Item code		Unit	Quantity		Unit Price (\$)		Cost
130300	Prepare SWPPP	LS	1	x	10,000.00	= \$	10,000
130200	Prepare WPCP	LS		x	=	\$	-
130100	Job Site Management	LS	1	x	10,000.00	= \$	10,000
130330	Storm Water Annual Report	EA	1	x	1,000.00	= \$	1,000
130310	Rain Event Action Plan (REAP)	EA	2	x	500.00	= \$	1,000
130320	Storm Water Sampling and Analysis Day	EA	2	x	1,000.00	= \$	2,000
130520	Temporary Hydraulic Mulch	SQYD		x	=	\$	-
130550	Temporary Hydroseed	SQYD		x	=	\$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	4	x	1,000.00	= \$	4,000
130640	Temporary Fiber Roll	LF		x	=	\$	-
130900	Temporary Concrete Washout	LS	2	x	3,000.00	= \$	6,000
130710	Temporary Construction Entrance	EA	2	x	6,200.00	= \$	12,400
130610	Temporary Check Dam	LF		x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA	2	x	1,000.00	= \$	2,000
130730	Street Sweeping	LS		x	=	\$	-
<i>Subtotal NPDES</i>							<i>\$ 48,400</i>

TOTAL ENVIRONMENTAL	\$ 824,100
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Supplemental Work for NPDES

066595	Water Pollution Control Maintenance Sharing*	LS		x	=	\$	-
066596	Additional Water Pollution Control**	LS	1	x	20,000.00	= \$	20,000
066597	Storm Water Sampling and Analysis***	LS		x	=	\$	-
XXXXXX	Some Item	LS		x	=	\$	-
<i>Subtotal Supplemental Work for NDPS</i>							<i>\$ 20,000</i>

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860401	Lighting	LS	1	x	700,000.00	= \$	700,000
860460	Lighting and Sign Illumination	LS		x		= \$	-
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		= \$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		= \$	-
5602XX	Install Sign Structure (Type X)	LB		x		= \$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		= \$	-
86080X	Inductive Loop Detectors	EA/LS		x		= \$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		= \$	-
15075X	Remove Sign Structure	EA/LS		x		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 700,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	LS	1	x	5,000.00	= \$	5,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
5602XX	Furnish Sign	SQFT		x		= \$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		= \$	-
150711	Remove Painted Traffic Stripe	LF		x		= \$	-
141101	Remove Yellow Painted Traffic Stripe (HW)	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA		x		= \$	-
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF		x		= \$	-
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= \$	-
120090	Construction Area Signs	LS		x		= \$	-
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping							\$ 5,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	\$ 5,000	= \$	10,000
066062	COZEPP	EA	20		\$ 2,600	\$	52,000
	Press Release/Media Alerts	EA	104		\$ 500	\$	52,000
	Portable CMS	EA	\$ 24		\$ 3,500	\$	84,000
Subtotal Traffic Management Plan							\$ 198,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA		x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA		x		= \$	-
120100	Traffic Control System	LS	1	x	200,000.00	= \$	200,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 200,000

TOTAL TRAFFIC ITEMS	\$ 1,103,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x	=	\$	-
19801X	Imported Borrow	CY/TON		x	=	\$	-
390132	Hot Mix Asphalt (Type A)	TON		x	=	\$	-
26020X	Class 2 Aggregate Base	TON/CY		x	=	\$	-
250401	Class 4 Aggregate Subbase	CY		x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA		x	=	\$	-
129000	Temporary Railing (Type K)	LF		x	=	\$	-
128601	Temporary Signal System	LS		x	=	\$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x	=	\$	-
80010X	Temporary Fence (Type X)	LF		x	=	\$	-
394095	Roadside Paving (Miscellaneous Areas)	LS	1	x	5,000	=	\$ 5,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$ 5,000
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SUBTOTAL SECTIONS 1 through 7	\$ 2,934,200
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items

1.0% \$ 29,342

8B - Bike Path Items

Bike Path Items

1.0% \$ 29,342

8C - Other Minor Items

Other Minor Items

8.0% \$ 234,736

Total of Section 1-7	\$ 2,934,200	x	10.0%	=	\$ 293,420
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TOTAL MINOR ITEMS	\$ 293,500
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SECTIONS 9: ROADWAY MOBILIZATION

Item code

999990

Total Section 1-8

\$ 3,227,700	x	10%	=	\$ 322,770
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TOTAL ROADWAY MOBILIZATION	\$ 322,800
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x	=	\$	-
066094	Value Analysis	LS	1	x	40,000.00	=	\$ 40,000
066070	Maintain Traffic	LS	1	x	50,000.00	=	\$ 50,000
066919	Dispute Resolution Board	LS		x	=	\$	-
066921	Dispute Resolution Advisor	LS		x	=	\$	-
066015	Federal Trainee Program	LS		x	=	\$	-
066610	Partnering	LS		x	=	\$	-
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	=	\$ 20,000
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Total Section 1-8	\$ 3,227,700	4%	=	\$ 129,108
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TOTAL SUPPLEMENTAL WORK	\$ 239,200
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	50,000.00	=	\$50,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
066901	Water Expenses	LS	1	x	5,000.00	=	\$5,000
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	10,000.00	=	\$10,000
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		\$	3,227,700		2%	= \$	64,554

TOTAL STATE FURNISHED	\$134,600
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$24,226,033	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$26,602,500	(used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	240	X	\$6,057	=	\$1,453,600

TOTAL TIME-RELATED OVERHEAD	\$1,453,600
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SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)		#REF!		#REF!
Additional or Residual Contingency		(for Unknown/Undefined Risks)		#REF!		#REF!
Total Section 1-12	\$	5,377,900	x	20%	=	\$1,075,580

TOTAL CONTINGENCY*	\$1,075,600
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	10/04/24		10/04/24		00/00/00
Bridge Name	SR168 Enterprise Canal POC		SR168 Enterprise Canal POC		xxxxxxxxxxxxxxxxxxxx
Bridge Number	TBD		TBD		57-XXX
Structure Type	Cable Stayed		CIP Box Girder		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	18 LF		16 LF		0 LF
Total Bridge Length (Feet)	468 LF		519 LF		0 LF
Total Area (Square Feet)	8424 SQFT		8301 SQFT		0 SQFT
Structure Depth (Feet)	2 LF		4 LF		0 LF
Footing Type (pile or spread)	Pile		Pile		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$1,600		\$400		\$0
COST OF EACH	\$13,478,400		\$3,320,267		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total 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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$16,798,667
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$1,679,867
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STRUCTURES CONTINGENCY*	25%	\$4,199,667
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TOTAL COST OF STRUCTURES	\$22,678,200
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Estimate Prepared By: Shaun Sumpter, SE
XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

1/9/2024
Date

EA: 06-0U840 PA&ED: 616000055

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	1,015,000
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	300,000
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	20,000
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,335,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,391,738
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N)	RIGHT OF WAY SUPPORT	\$40,000
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Support Cost Estimate	Greg Gross, PE	(559) 293-4799
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared		
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

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

PROJECT

AGENDA ITEM NO. 10.

PLANNING COST ESTIMATE

EA: 06-0U840

EA: 06-0U840 PA&ED: 616000055

PA&ED: 616000055

District-County-Route: 06-FRE-168

PM: R9.4 - R9.5

Type of Estimate : Project Report

Program Code : 20.XX.400.100 (Locally Generated Funds)

Project Limits : East of Temperance Ave, South of Owens Mountain Pkwy, West of the Enterprise Canal, over State Route 168 in Clovis, CA

Project Description: Class I Trail/Pedestrian bridge

Scope : Trail extension and signature bridge crossing over SR 168

Type : Type #2 - CIP Box Girder

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 6,382,400	\$ 7,076,000
TOTAL STRUCTURES COST	\$ 8,525,880	\$ 9,452,000
SUBTOTAL CONSTRUCTION COST	\$ 14,908,280	\$ 16,528,000
TOTAL RIGHT OF WAY COST	\$ 1,320,000	\$ 1,377,000
TOTAL CAPITAL OUTLAY COSTS	\$ 16,229,000	\$ 17,905,000
PA/ED SUPPORT	\$ 400,000	\$ 400,000
PS&E SUPPORT	\$ 2,225,052	\$ 2,226,000
RIGHT OF WAY SUPPORT	\$ 40,000	\$ 42,000
CONSTRUCTION SUPPORT	\$ 1,788,994	\$ 1,984,000
TOTAL SUPPORT COST	\$ 4,455,000	\$ 4,652,000

TOTAL PROJECT COST	\$ 20,700,000	\$ 22,600,000 *
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Programmed Amount

Date of Estimate (Month/Year)	Month / Year
	12 / 2024
Estimated Construction Start (Month/Year)	1 / 2027
Number of Working Days =	240
Estimated Mid-Point of Construction (Month/Year)	7 / 2027
Estimated Construction End (Month/Year)	12 / 2027
Number of Plant Establishment Days	365

Estimated Project Schedule

PID Approval	6/11/2018
PA/ED Approval	12/9/2024
PS&E	8/30/2026
RTL	9/15/2026
Begin Construction	1/1/2027

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 474,100
2	Pavement Structural Section	\$ 362,400
3	Drainage	\$ 400,000
4	Specialty Items	\$ 584,600
5	Environmental	\$ 826,600
6	Traffic Items	\$ 853,000
7	Detours	\$ 5,000
8	Minor Items	\$ 350,600
9	Roadway Mobilization	\$ 385,700
10	Supplemental Work	\$ 224,300
11	State Furnished	\$ 147,200
12	Time-Related Overhead	\$ 705,100
13	Total Roadway Contingency	\$ 1,063,800
TOTAL ROADWAY ITEMS		\$ 6,382,400

Estimate Prepared By : Greg Gross, PE 1/9/2024 (559) 293-4799
 Name and Title Date Phone

Estimate Reviewed By : _____
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	27	x	20.00	= \$	540
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Ditch Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY	3,100	x	135.00	= \$	418,500
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
160101	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x		= \$	-
210130	Duff	ACRE		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	474,100
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	272	x	200.00	= \$	54,400
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260203	Class 2 Aggregate Base	TON/CY	272	x	140.00	= \$	38,080
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731521	Minor Concrete (SIDEWALK)	CY	11	x	1,164.00	= \$	12,804
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	7,344	x	35.00	= \$	257,040
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	362,400
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SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price (\$)		Cost
15080X	Remove Culvert	EA/LF	x	=	\$		-
150820	Modify Inlet	EA	x	=	\$		-
155232	Sand Backfill	CY	x	=	\$		-
15020X	Abandon Culvert	EA/LF	x	=	\$		-
152430	Adjust Inlet	LF	x	=	\$		-
155003	Cap Inlet	EA	x	=	\$		-
510501	Minor Concrete	CY	x	=	\$		-
510502	Minor Concrete (Minor Structure)	CY	x	=	\$		-
5105XX	Minor Concrete (Type XX)	CY	x	=	\$		-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	=	\$		-
6411XX	XX" Plastic Pipe	LF	x	=	\$		-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	=	\$		-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	=	\$		-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	=	\$		-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	=	\$		-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	=	\$		-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	=	\$		-
7050XX	XX" Steel Flared End Section	EA	x	=	\$		-
703233	Grated Line Drain	LF	x	=	\$		-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	=	\$		-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	=	\$		-
721420	Concrete (Ditch Lining)	CY	x	=	\$		-
721430	Concrete (Channel Lining)	CY	x	=	\$		-
750001	Miscellaneous Iron and Steel	LB	x	=	\$		-
XXXXXX	Additional Drainage	LS	1	x	400,000.00	= \$	400,000

TOTAL DRAINAGE ITEMS	\$	400,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price (\$)		Cost
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		= \$	-
15325X	Remove Sound Wall	LF/LS		x		= \$	-
070030	Lead Compliance Plan	LS		x		= \$	-
141120	Treated Wood Waste	LB		x		= \$	-
153221	Remove Concrete Barrier	LF		x		= \$	-
150662	Remove Metal Beam Guard Railing	LF		x		= \$	-
150668	Remove Flared End Section	EA		x		= \$	-
192037	Structure Excavation (Retaining Wall)	CY	267	x	150.00	= \$	40,050
193013	Structure Backfill (Retaining Wall)	CY	400	x	150.00	= \$	60,000
8000XX	Chain Link Fence (Type XX)	LF		x		= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		= \$	-
832001	Metal Beam Guard Railing	LF	324	x	40.00	= \$	12,960
833020	Chain Link Railing	LF	222		150.00	= \$	33,300
839301	Single Thrie Beam Barrier	LF		x		= \$	-
839310	Double Thrie Beam Barrier	LF		x		= \$	-
839521	Cable Railing	LF		x		= \$	-
8395XX	Terminal System (Type CAT)	EA		x		= \$	-
839585	Alternative Flared Terminal System	EA	2	x	3,710.00	= \$	7,420
839584	Alternative In-line Terminal System	EA		x		= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		= \$	-
839XXX	Crash Cushion (Insert Type)	EA		x		= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF		x		= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	44,000	x	2.00	= \$	88,000
510060	Structural Concrete, Retaining Wall	CY	285	x	1,000.00	= \$	285,000
513553	Retaining Wall (Masonry Wall)	SQFT		x		= \$	-
511035	Architectural Treatment	SQFT	2,640	x	20.00	= \$	52,800
598001	Anti-Graffiti Coating	SQFT		x		= \$	-
203070	Rock Stain	SQFT		x		= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		= \$	-
83954X	Transition Railing (Type X)	EA		x		= \$	-
597601	Prepare and Stain Concrete	SQFT		x		= \$	-
839561	Rail Tensioning Assembly	EA		x		= \$	-
83958X	End Anchor Assembly (Type X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL SPECIALTY ITEMS	\$	584,600
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code		Unit	Quantity	Unit Price (\$)		Cost
	Biological Mitigation	LS	x	=	\$	-
130670	Temporary Reinforced Silt Fence	LF	x	=	\$	-
141000	Temporary Fence (Type ESA)	LF	1,000	x	5.00 = \$	5,000
<i>Subtotal Environmental Mitigation</i>						<i>\$ 5,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity	Unit Price (\$)		Cost
20XXXX	Highway Planting	LS	x	=	\$	-
20XXXX	Irrigation System	LS	x	=	\$	-
20XXXX	Landscape and Irrigation	LS	1	x	750,000.00 = \$	750,000
204099	Plant Establishment Work	LS	x	=	\$	-
204101	Extend Plant Establishment Work	LS	x	=	\$	-
20XXXX	Follow-up Landscape Project	LS	x	=	\$	-
150685	Remove Irrigation Facility	LS	x	=	\$	-
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS	x	=	\$	-
206400	Check and Test Existing Irrigation Facilities	LS	x	=	\$	-
21011X	Imported Topsoil (X)	CY/TON	x	=	\$	-
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	=	\$	-
200122	Weed Germination	SQYD	x	=	\$	-
208304	Remove Tree	EA	6	x	400.00 = \$	2,400
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF	x	=	\$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF	x	=	\$	-
<i>Subtotal Landscape and Irrigation</i>						<i>\$ 752,400</i>

5C - EROSION CONTROL

Item code		Unit	Quantity	Unit Price (\$)		Cost
210010	Move In/Move Out (Erosion Control)	EA	x	=	\$	-
210350	Fiber Rolls	LF	800	x	8.5 = \$	6,800
74029	Temporary Silt Fence	LF	x	4.37 = \$		-
2102XX	Rolled Erosion Control Product (X)	SQFT	x	=	\$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE	x	=	\$	-
210300	Hydromulch	SQFT	x	=	\$	-
210420	Straw	SQFT	x	=	\$	-
210430	Hydroseed	SQFT	40000	x	0.35 = \$	14,000
210600	Compost	SQFT	x	=	\$	-
210630	Incorporate Materials	SQFT	x	=	\$	-
<i>Subtotal Erosion Control</i>						<i>\$ 20,800</i>

5D - NPDES

Item code		Unit	Quantity	Unit Price (\$)		Cost
130300	Prepare SWPPP	LS	1	x	10,000.00 = \$	10,000
130200	Prepare WPCP	LS	x	=	\$	-
130100	Job Site Management	LS	1	x	10,000.00 = \$	10,000
130330	Storm Water Annual Report	EA	1	x	1,000.00 = \$	1,000
130310	Rain Event Action Plan (REAP)	EA	2	x	500.00 = \$	1,000
130320	Storm Water Sampling and Analysis Day	EA	2	x	1,000.00 = \$	2,000
130520	Temporary Hydraulic Mulch	SQYD	x	=	\$	-
130550	Temporary Hydroseed	SQYD	x	=	\$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	4	x	1,000.00 = \$	4,000
130640	Temporary Fiber Roll	LF	x	=	\$	-
130900	Temporary Concrete Washout	LS	2	x	3,000.00 = \$	6,000
130710	Temporary Construction Entrance	EA	2	x	6,200.00 = \$	12,400
130610	Temporary Check Dam	LF	x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA	2	x	1,000.00 = \$	2,000
130730	Street Sweeping	LS	x	=	\$	-
<i>Subtotal NPDES</i>						<i>\$ 48,400</i>
						\$ 826,600

TOTAL ENVIRONMENTAL**Supplemental Work for NPDES**

066595	Water Pollution Control Maintenance Sharing*	LS	x	100,000.00 = \$		-
066596	Additional Water Pollution Control**	LS	1	x	20,000.00 = \$	20,000
066597	Storm Water Sampling and Analysis***	LS	x	=	\$	-
XXXXXX	Some Item	LS	x	=	\$	-
<i>Subtotal Supplemental Work for NDPS</i>						<i>\$ 20,000</i>

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860401	Lighting	LS	1	x	450,000.00	= \$	450,000
860460	Lighting and Sign Illumination	LS		x		= \$	-
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		= \$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		= \$	-
5602XX	Install Sign Structure (Type X)	LB		x		= \$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		= \$	-
86080X	Inductive Loop Detectors	EA/LS		x		= \$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		= \$	-
15075X	Remove Sign Structure	EA/LS		x		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System Ele	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 450,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	LS	1	x	5,000.00	= \$	5,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
5602XX	Furnish Sign	SQFT		x		= \$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		= \$	-
150711	Remove Painted Traffic Stripe	LF		x		= \$	-
141101	Remove Yellow Painted Traffic Stripe (HW)	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA		x		= \$	-
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF		x		= \$	-
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= \$	-
120090	Construction Area Signs	LS		x		= \$	-
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping							\$ 5,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	\$ 5,000	= \$	10,000
066062	COZEPP	EA	20		\$ 2,600	\$	52,000
	Press Release/Media Alerts	EA	104		\$ 500	\$	52,000
	Portable CMS	EA	\$ 24		\$ 3,500	\$	84,000
Subtotal Traffic Management Plan							\$ 198,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA		x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA		x		= \$	-
120100	Traffic Control System	LS	1	x	200,000.00	= \$	200,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 200,000

TOTAL TRAFFIC ITEMS	\$ 853,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x	=	\$	-
19801X	Imported Borrow	CY/TON		x	=	\$	-
390132	Hot Mix Asphalt (Type A)	TON		x	=	\$	-
26020X	Class 2 Aggregate Base	TON/CY		x	=	\$	-
250401	Class 4 Aggregate Subbase	CY		x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA		x	=	\$	-
129000	Temporary Railing (Type K)	LF		x	=	\$	-
128601	Temporary Signal System	LS		x	=	\$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x	=	\$	-
80010X	Temporary Fence (Type X)	LF		x	=	\$	-
394095	Roadside Paving (Miscellaneous Areas)	LS	1	x	5,000	=	\$ 5,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$	5,000
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SUBTOTAL SECTIONS 1 through 7	\$	3,505,700
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SECTION 8: MINOR ITEMS

8A - Americans with Disabilities Act Items

ADA Items	1.0%	\$	35,057
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8B - Bike Path Items

Bike Path Items	1.0%	\$	35,057
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8C - Other Minor Items

Other Minor Items	8.0%	\$	280,456
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Total of Section 1-7	\$	3,505,700	x	10.0%	=	\$	350,570
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TOTAL MINOR ITEMS	\$	350,600
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SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	\$	3,856,300	x	10%	=	\$ 385,630

TOTAL ROADWAY MOBILIZATION	\$	385,700
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x	=	\$	-
066094	Value Analysis	LS		x	=	\$	-
066070	Maintain Traffic	LS	1	x	50,000.00	=	\$ 50,000
066919	Dispute Resolution Board	LS		x	=	\$	-
066921	Dispute Resolution Advisor	LS		x	=	\$	-
066015	Federal Trainee Program	LS		x	=	\$	-
066610	Partnering	LS		x	=	\$	-
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	=	\$	20,000
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Total Section 1-8	\$	3,856,300	4%	=	\$	154,252
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TOTAL SUPPLEMENTAL WORK	\$	224,300
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	50,000.00	=	\$50,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
066901	Water Expenses	LS	1	x	5,000.00	=	\$5,000
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	10,000.00	=	\$10,000
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		\$	3,856,300		2%	= \$	77,126

TOTAL STATE FURNISHED	\$147,200
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$11,750,633	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$13,139,380	(used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	240	X	\$2,938	=	\$705,100

TOTAL TIME-RELATED OVERHEAD	\$705,100
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SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)	#REF!		#REF!
Additional or Residual Contingency		(for Unknown/Undefined Risks)	#REF!		#REF!
Total Section 1-12	\$	5,318,600	x	20%	= \$1,063,720

TOTAL CONTINGENCY*	\$1,063,800
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	10/04/24		10/04/24		00/00/00
Bridge Name	SR168 Enterprise Canal POC		SR168 Enterprise Canal POC		xxxxxxxxxxxxxxxxxxxx
Bridge Number	TBD		TBD		57-XXX
Structure Type	CIP Box Girder		CIP Box Girder		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	16 LF		16 LF		0 LF
Total Bridge Length (Feet)	468 LF		519 LF		0 LF
Total Area (Square Feet)	7488 SQFT		8301 SQFT		0 SQFT
Structure Depth (Feet)	5 LF		5 LF		0 LF
Footing Type (pile or spread)	Pile		Pile		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$400		\$400		\$0
COST OF EACH	\$2,995,200		\$3,320,267		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total 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)	xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx		xxxxxxxxxxxxxxxxxxxx
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$6,315,467
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$631,547
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STRUCTURES CONTINGENCY*	25%	\$1,578,867
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TOTAL COST OF STRUCTURES	\$8,525,880
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Estimate Prepared By: Shaun Sumpter, SE
XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

1/9/2024
Date

EA: 06-0U840 PA&ED: 616000055

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	1,000,000
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	300,000
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	20,000
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,320,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,376,100
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N)	RIGHT OF WAY SUPPORT	\$40,000
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Support Cost Estimate	Greg Gross, PE	(559) 293-4799
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared		
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

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

PROJECT

AGENDA ITEM NO. 10.

PLANNING COST ESTIMATE

EA: 06-0U840

EA: 06-0U840 PA&ED: 616000055

PA&ED: 616000055

District-County-Route: 06-FRE-168

PM: R9.4 - R9.5

Type of Estimate : Project Report

Program Code : 20.XX.400.100 (Locally Generated Funds)

Project Limits : East of Temperance Ave, South of Owens Mountain Pkwy, West of the Enterprise Canal, over State Route 168 in Clovis, CA

Project Description: Class I Trail/Pedestrian bridge

Scope : Trail extension and signature bridge crossing over SR 168

Type : Type #3 - Tied-Arch

SUMMARY OF PROJECT COST ESTIMATE

	Current Year Cost	Escalated Cost
TOTAL ROADWAY COST	\$ 6,667,600	\$ 7,392,000
TOTAL STRUCTURES COST	\$ 20,870,498	\$ 23,137,000
SUBTOTAL CONSTRUCTION COST	\$ 27,538,098	\$ 30,529,000
TOTAL RIGHT OF WAY COST	\$ 1,150,000	\$ 1,199,000
TOTAL CAPITAL OUTLAY COSTS	\$ 28,689,000	\$ 31,728,000
PA/ED SUPPORT	\$ 400,000	\$ 400,000
PS&E SUPPORT	\$ 4,123,515	\$ 4,124,000
RIGHT OF WAY SUPPORT	\$ 40,000	\$ 42,000
CONSTRUCTION SUPPORT	\$ 3,304,572	\$ 3,664,000
TOTAL SUPPORT COST	\$ 7,869,000	\$ 8,230,000

TOTAL PROJECT COST	\$ 36,600,000	\$ 40,000,000 *
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Programmed Amount

Date of Estimate (Month/Year)	Month / Year
	12 / 2024
Estimated Construction Start (Month/Year)	1 / 2027
Number of Working Days =	240
Estimated Mid-Point of Construction (Month/Year)	7 / 2027
Estimated Construction End (Month/Year)	12 / 2027
Number of Plant Establishment Days	365

Estimated Project Schedule

PID Approval	6/11/2018
PA/ED Approval	12/9/2024
PS&E	8/30/2026
RTL	9/15/2026
Begin Construction	1/1/2027

Reviewed by District O.E. or
Cost Estimate Certifier

xx/xx/xxxx

(xxx) xxx-xxxx

Office Engineer / Cost Estimate Certifier

Date

Phone

Approved by Project Manager

xx/xx/xxxx

(xxx) xxx-xxxx

Project Manager

Date

Phone

I. ROADWAY ITEMS SUMMARY

	Section	Cost
1	Earthwork	\$ 302,000
2	Pavement Structural Section	\$ 389,000
3	Drainage	\$ 100,000
4	Specialty Items	\$ 331,400
5	Environmental	\$ 824,100
6	Traffic Items	\$ 1,003,000
7	Detours	\$ 200,000
8	Minor Items	\$ 315,000
9	Roadway Mobilization	\$ 346,500
10	Supplemental Work	\$ 238,600
11	State Furnished	\$ 139,300
12	Time-Related Overhead	\$ 1,367,400
13	Total Roadway Contingency	\$ 1,111,300
TOTAL ROADWAY ITEMS		\$ 6,667,600

Estimate Prepared By : Greg Gross, PE 1/9/2024 (559) 293-4799
 Name and Title Date Phone

Estimate Reviewed By : _____
 Name and Title Date Phone

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

SECTION 1: EARTHWORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY	37	x	20.00	= \$	740
152320	Lead Compliance Plan	LS	1	x	5,000.00	= \$	5,000
194001	Ditch Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY	1,824	x	135.00	= \$	246,240
192037	Structure Excavation (Retaining Wall)	CY		x		= \$	-
193013	Structure Backfill (Retaining Wall)	CY		x		= \$	-
193031	Pervious Backfill Material (Retaining Wall)	CY		x		= \$	-
160101	Clearing & Grubbing	LS	1	x	50,000.00	= \$	50,000
170101	Develop Water Supply	LS		x		= \$	-
210130	Duff	ACRE		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	LS		x		= \$	-

TOTAL EARTHWORK SECTION ITEMS	\$	302,000
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SECTION 2: PAVEMENT STRUCTURAL SECTION

Item code		Unit	Quantity		Unit Price (\$)		Cost
401050	Jointed Plain Concrete Pavement	CY		x		= \$	-
400050	Continuously Reinforced Concrete Pavement	CY		x		= \$	-
404092	Seal Pavement Joint	LF		x		= \$	-
404093	Seal Isolation Joint	LF		x		= \$	-
413117	Seal Concrete Pavement Joint (Silicone)	LF		x		= \$	-
413118	Seal Pavement Joint (Asphalt Rubber)	LF		x		= \$	-
280010	Rapid Strength Concrete Base	CY		x		= \$	-
410095	Dowel Bar (Drill and Bond)	EA		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON	293	x	200.00	= \$	58,600
390137	Rubberized Hot Mix Asphalt (Gap Graded)	TON		x		= \$	-
39300X	Geosynthetic Pavement Interlayer (Type X)	SQYD		x		= \$	-
260203	Class 2 Aggregate Base	TON/CY	293	x	140.00	= \$	41,020
290201	Asphalt Treated Permeable Base	CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
374002	Asphaltic Emulsion (Fog Seal Coat)	TON		x		= \$	-
397005	Tack Coat	TON		x		= \$	-
377501	Slurry Seal	TON		x		= \$	-
3750XX	Screenings (Type XX)	TON		x		= \$	-
374492	Asphaltic Emulsion (Polymer Modified)	TON		x		= \$	-
370001	Sand Cover (Seal)	TON		x		= \$	-
731530	Minor Concrete (Textured Paving)	CY		x		= \$	-
731521	Minor Concrete (SIDEWALK)	CY	11	x	1,164.00	= \$	12,804
39407X	Place Hot Mix Asphalt Dike (Type X)	LF		x		= \$	-
150771	Remove Asphalt Concrete Dike	LF		x		= \$	-
420201	Grind Existing Concrete Pavement	SQYD		x		= \$	-
150860	Remove Base and Surfacing	CY		x		= \$	-
390095	Replace Asphalt Concrete Surfacing	CY		x		= \$	-
15312X	Remove Concrete	LF/CY/LS		x		= \$	-
394090	Place Hot Mix Asphalt (Miscellaneous Area)	SQYD	7,901	x	35.00	= \$	276,535
153103	Cold Plane Asphalt Concrete Pavement	SQYD		x		= \$	-
39405X	Shoulder Rumble Strip (HMA, X-In Indentations)	STA		x		= \$	-
413113	Repair Spalled Joints, Polyester Grout	SQYD		x		= \$	-
420102	Groove Existing Concrete Pavement	SQYD		x		= \$	-
390136	Minor Hot Mix Asphalt	TON		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	SQYD		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL PAVEMENT STRUCTURAL SECTION ITEMS	\$	389,000
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SECTION 3: DRAINAGE

Item code		Unit	Quantity		Unit Price (\$)		Cost
15080X	Remove Culvert	EA/LF	x	=	\$		-
150820	Modify Inlet	EA	x	=	\$		-
155232	Sand Backfill	CY	x	=	\$		-
15020X	Abandon Culvert	EA/LF	x	=	\$		-
152430	Adjust Inlet	LF	x	=	\$		-
155003	Cap Inlet	EA	x	=	\$		-
510501	Minor Concrete	CY	x	=	\$		-
510502	Minor Concrete (Minor Structure)	CY	x	=	\$		-
5105XX	Minor Concrete (Type XX)	CY	x	=	\$		-
620XXX	XX" Alternative Pipe Culvert (Type X)	LF	x	=	\$		-
6411XX	XX" Plastic Pipe	LF	x	=	\$		-
65XXXX	XX" Reinforced Concrete Pipe (Type X)	LF	x	=	\$		-
6650XX	XX" Corrugated Steel Pipe (0.XXX" Thick)	LF	x	=	\$		-
68XXXX	XX" Plastic Pipe (Edge Drain)	LF	x	=	\$		-
69011X	XX" Corrugated Steel Pipe Downdrain (0.XXX" Thick)	LF	x	=	\$		-
70321X	XX" Corrugated Steel Pipe Inlet (0.XXX" Thick)	LF	x	=	\$		-
70XXXX	XX" Corrugated Steel Pipe Riser (0.XXX" Thick)	LF	x	=	\$		-
7050XX	XX" Steel Flared End Section	EA	x	=	\$		-
703233	Grated Line Drain	LF	x	=	\$		-
72XXXX	Rock Slope Protection (Type and Method)	CY/TON	x	=	\$		-
72901X	Rock Slope Protection Fabric (Class X)	SQYD	x	=	\$		-
721420	Concrete (Ditch Lining)	CY	x	=	\$		-
721430	Concrete (Channel Lining)	CY	x	=	\$		-
750001	Miscellaneous Iron and Steel	LB	x	=	\$		-
XXXXXX	Additional Drainage	LS	1	x	100,000.00	= \$	100,000

TOTAL DRAINAGE ITEMS	\$	100,000
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SECTION 4: SPECIALTY ITEMS

Item code		Unit	Quantity		Unit Price (\$)		Cost
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		= \$	-
15325X	Remove Sound Wall	LF/LS		x		= \$	-
070030	Lead Compliance Plan	LS		x		= \$	-
141120	Treated Wood Waste	LB		x		= \$	-
153221	Remove Concrete Barrier	LF		x		= \$	-
150662	Remove Metal Beam Guard Railing	LF		x		= \$	-
150668	Remove Flared End Section	EA		x		= \$	-
192037	Structure Excavation (Retaining Wall)	CY	175	x	130.00	= \$	22,750
193013	Structure Backfill (Retaining Wall)	CY	260	x	130.00	= \$	33,800
8000XX	Chain Link Fence (Type XX)	LF		x		= \$	-
80XXXX	XX" Chain Link Gate (Type CL-6)	EA		x		= \$	-
832001	Metal Beam Guard Railing	LF	143	x	40.00	= \$	5,720
833020	Chain Link Railing	LF	144		150.00	= \$	21,600
839301	Single Thrie Beam Barrier	LF		x		= \$	-
839310	Double Thrie Beam Barrier	LF		x		= \$	-
839521	Cable Railing	LF		x		= \$	-
8395XX	Terminal System (Type CAT)	EA		x		= \$	-
839585	Alternative Flared Terminal System	EA	1	x	3,710.00	= \$	3,710
839584	Alternative In-line Terminal System	EA		x		= \$	-
4906XX	CIDH Concrete Piling (Insert Diameter)	LF		x		= \$	-
839XXX	Crash Cushion (Insert Type)	EA		x		= \$	-
83XXXX	Concrete Barrier (Insert Type)	LF		x		= \$	-
520103	Bar Reinforced Steel (Retaining Wall)	LB	27,000	x	1.90	= \$	51,300
510060	Structural Concrete, Retaining Wall	CY	175	x	900.00	= \$	157,500
513553	Retaining Wall (Masonry Wall)	SQFT		x		= \$	-
511035	Architectural Treatment	SQFT	1,500	x	20.00	= \$	30,000
598001	Anti-Graffiti Coating	SQFT		x		= \$	-
203070	Rock Stain	SQFT		x		= \$	-
5136XX	Reinforced Concrete Crib Wall (Type X)	SQFT		x		= \$	-
83954X	Transition Railing (Type X)	EA		x		= \$	-
597601	Prepare and Stain Concrete	SQFT		x		= \$	-
839561	Rail Tensioning Assembly	EA		x		= \$	-
83958X	End Anchor Assembly (Type X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-

TOTAL SPECIALTY ITEMS	\$	331,400
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SECTION 5: ENVIRONMENTAL**5A - ENVIRONMENTAL MITIGATION**

Item code		Unit	Quantity	Unit Price (\$)		Cost
	Biological Mitigation	LS	x	=	\$	-
130670	Temporary Reinforced Silt Fence	LF	x	=	\$	-
141000	Temporary Fence (Type ESA)	LF	1,000	x	5.00 = \$	5,000
<i>Subtotal Environmental Mitigation</i>						<i>\$ 5,000</i>

5B - LANDSCAPE AND IRRIGATION

Item code		Unit	Quantity	Unit Price (\$)		Cost
20XXXX	Highway Planting	LS	x	=	\$	-
20XXXX	Irrigation System	LS	x	=	\$	-
20XXXX	Irrigation System	LS	1	x	750,000.00 = \$	750,000
204099	Plant Establishment Work	LS	x	=	\$	-
204101	Extend Plant Establishment Work	LS	x	=	\$	-
20XXXX	Follow-up Landscape Project	LS	x	=	\$	-
150685	Remove Irrigation Facility	LS	x	=	\$	-
20XXXX	Maintain Existing (Irrigation or Planted Areas)	LS	x	=	\$	-
206400	Check and Test Existing Irrigation Facilities	LS	x	=	\$	-
21011X	Imported Topsoil (X)	CY/TON	x	=	\$	-
20XXXX	Rock Blanket, Rock Mulch, DG, Gravel Mulch	SQFT/SQYD	x	=	\$	-
200122	Weed Germination	SQYD	x	=	\$	-
208304	Remove Tree	EA	6	x	400.00 = \$	2,400
2087XX	XX" Conduit (Use for Irrigation x-overs)	LF	x	=	\$	-
20890X	Extend X" Conduit (Use for Extension of Irrigation x-overs)	LF	x	=	\$	-
<i>Subtotal Landscape and Irrigation</i>						<i>\$ 752,400</i>

5C - EROSION CONTROL

Item code		Unit	Quantity	Unit Price (\$)		Cost
210010	Move In/Move Out (Erosion Control)	EA	x	=	\$	-
210350	Fiber Rolls	LF	500	x	8.5 = \$	4,250
74029	Temporary Silt Fence	LF	x	=	\$	-
2102XX	Rolled Erosion Control Product (X)	SQFT	x	=	\$	-
21025X	Bonded Fiber Matrix	SQFT/ACRE	x	=	\$	-
210300	Hydromulch	SQFT	x	=	\$	-
210420	Straw	SQFT	x	=	\$	-
210430	Hydroseed	SQFT	40000	x	0.35 = \$	14,000
210600	Compost	SQFT	x	=	\$	-
210630	Incorporate Materials	SQFT	x	=	\$	-
<i>Subtotal Erosion Control</i>						<i>\$ 18,250</i>

5D - NPDES

Item code		Unit	Quantity	Unit Price (\$)		Cost
130300	Prepare SWPPP	LS	1	x	10,000.00 = \$	10,000
130200	Prepare WPCP	LS	x	=	\$	-
130100	Job Site Management	LS	1	x	10,000.00 = \$	10,000
130330	Storm Water Annual Report	EA	1	x	1,000.00 = \$	1,000
130310	Rain Event Action Plan (REAP)	EA	2	x	500.00 = \$	1,000
130320	Storm Water Sampling and Analysis Day	EA	2	x	1,000.00 = \$	2,000
130520	Temporary Hydraulic Mulch	SQYD	x	=	\$	-
130550	Temporary Hydroseed	SQYD	x	=	\$	-
130505	Move-In/Move-Out (Temporary Erosion Control)	EA	4	x	1,000.00 = \$	4,000
130640	Temporary Fiber Roll	LF	x	=	\$	-
130900	Temporary Concrete Washout	LS	2	x	3,000.00 = \$	6,000
130710	Temporary Construction Entrance	EA	2	x	6,200.00 = \$	12,400
130610	Temporary Check Dam	LF	x	=	\$	-
130620	Temporary Drainage Inlet Protection	EA	2	x	1,000.00 = \$	2,000
130730	Street Sweeping	LS	x	=	\$	-
<i>Subtotal NPDES</i>						<i>\$ 48,400</i>
						\$ 824,100

TOTAL ENVIRONMENTAL**Supplemental Work for NPDES**

066595	Water Pollution Control Maintenance Sharing*	LS		x	100,000.00	=	\$	-
066596	Additional Water Pollution Control**	LS	1	x	10,000.00	=	\$	10,000
066597	Storm Water Sampling and Analysis***	LS		x		=	\$	-
XXXXXX	Some Item	LS		x		=	\$	-
Subtotal Supplemental Work for NDPS								\$ 10,000

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

**Applies to both SWPPPs and WPCP projects.

*** Applies only to project with SWPPPs.

SECTION 6: TRAFFIC ITEMS**6A - Traffic Electrical**

Item code		Unit	Quantity		Unit Price (\$)		Cost
860401	Lighting	LS	1	x	600,000.00	= \$	600,000
860460	Lighting and Sign Illumination	LS		x		= \$	-
860201	Signal and Lighting	LS		x		= \$	-
860990	Closed Circuit Television System	LS		x		= \$	-
86110X	Ramp Metering System (Location X)	LS		x		= \$	-
86070X	Interconnection Conduit and Cable	LF/LS		x		= \$	-
5602XX	Furnish Sign Structure (Type X)	LB		x		= \$	-
5602XX	Install Sign Structure (Type X)	LB		x		= \$	-
498040	XX" CIDHC Pile (Sign Foundation)	LF		x		= \$	-
86080X	Inductive Loop Detectors	EA/LS		x		= \$	-
8609XX	Traffic Monitoring Station (Type X)	LS		x		= \$	-
15075X	Remove Sign Structure	EA/LS		x		= \$	-
151581	Reconstruct Sign Structure	EA		x		= \$	-
152641	Modify Sign Structure	EA		x		= \$	-
860090	Maintain Existing Traffic Management System Elen	LS		x		= \$	-
86XXXX	Fiber Optic Conduit System	LS		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Traffic Electrical							\$ 600,000

6B - Traffic Signing and Striping

Item code		Unit	Quantity		Unit Price (\$)		Cost
566011	Roadside Sign - One Post	EA	1	x	5,000.00	= \$	5,000
566012	Roadside Sign - Two Post	EA		x		= \$	-
5602XX	Furnish Sign	SQFT		x		= \$	-
568016	Install Sign Panel on Existing Frame	SQFT		x		= \$	-
150711	Remove Painted Traffic Stripe	LF		x		= \$	-
141101	Remove Yellow Painted Traffic Stripe (Hazardous	LF		x		= \$	-
150712	Remove Painted Pavement Marking	SQFT		x		= \$	-
150742	Remove Roadside Sign	EA		x		= \$	-
152320	Reset Roadside Sign	EA		x		= \$	-
152390	Relocate Roadside Sign	EA		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
840502	Thermoplastic Traffic Stripe (Enhanced Wet Night)	LF		x		= \$	-
846012	Thermoplastic Crosswalk and Pavement Marking	SQFT		x		= \$	-
120090	Construction Area Signs	LS		x		= \$	-
84XXXX	Permanent Pavement Delineation	LS		x		= \$	-
Subtotal Traffic Signing and Striping							\$ 5,000

6C - Traffic Management Plan

Item code		Unit	Quantity		Unit Price (\$)		Cost
12865X	Portable Changeable Message Signs	EA/LS	2	x	\$ 5,000	= \$	10,000
066062	COZEED	EA	20		\$ 2,600	\$	52,000
	Press Release/Media Alerts	EA	104		\$ 500	\$	52,000
	Portable CMS	EA	\$ 24		\$ 3,500	\$	84,000
Subtotal Traffic Management Plan							\$ 198,000

6C - Stage Construction and Traffic Handling

Item code		Unit	Quantity		Unit Price (\$)		Cost
120199	Traffic Plastic Drum	EA		x		= \$	-
12016X	Channelizer (Type X)	EA		x		= \$	-
120120	Type III Barricade	EA		x		= \$	-
129100	Temporary Crash Cushion Module	EA		x		= \$	-
120100	Traffic Control System	LS	1	x	200,000.00	= \$	200,000
129110	Temporary Crash Cushion	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
82010X	Delineator (Class X)	EA		x		= \$	-
XXXXXX	Some Item	Unit		x		= \$	-
Subtotal Stage Construction and Traffic Handling							\$ 200,000

TOTAL TRAFFIC ITEMS	\$ 1,003,000
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SECTION 7: DETOURS

Includes constructing, maintaining, and removal

Item code		Unit	Quantity		Unit Price (\$)		Cost
190101	Roadway Excavation	CY		x		= \$	-
19801X	Imported Borrow	CY/TON		x		= \$	-
390132	Hot Mix Asphalt (Type A)	TON		x		= \$	-
26020X	Class 2 Aggregate Base	TON/CY		x		= \$	-
250401	Class 4 Aggregate Subbase	CY		x		= \$	-
130620	Temporary Drainage Inlet Protection	EA		x		= \$	-
129000	Temporary Railing (Type K)	LF		x		= \$	-
128601	Temporary Signal System	LS		x		= \$	-
120149	Temporary Pavement Marking (Paint)	SQFT		x		= \$	-
80010X	Temporary Fence (Type X)	LF		x		= \$	-
394095	Roadside Paving (Miscellaneous Areas)	LS	1	x	200,000	= \$	200,000

* Includes constructing, maintaining, and removal

TOTAL DETOURS	\$	200,000
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SUBTOTAL SECTIONS 1 through 7	\$	3,149,500
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SECTION 8: MINOR ITEMS**8A - Americans with Disabilities Act Items**

ADA Items

1.0% \$ 31,495

8B - Bike Path Items

Bike Path Items

1.0% \$ 31,495

8C - Other Minor Items

Other Minor Items

8.0% \$ 251,960

Total of Section 1-7	\$	3,149,500	x	10.0%	= \$	314,950
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TOTAL MINOR ITEMS	\$	315,000
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SECTIONS 9: ROADWAY MOBILIZATION

Item code							
999990	Total Section 1-8	\$	3,464,500	x	10%	= \$	346,450

TOTAL ROADWAY MOBILIZATION	\$	346,500
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SECTION 10: SUPPLEMENTAL WORK

Item code		Unit	Quantity		Unit Price (\$)		Cost
066670	Payment Adjustments For Price Index Fluctuations	LS		x		= \$	-
066094	Value Analysis	LS	1	x	40,000.00	= \$	40,000
066070	Maintain Traffic	LS	1	x	50,000.00	= \$	50,000
066919	Dispute Resolution Board	LS		x		= \$	-
066921	Dispute Resolution Advisor	LS		x		= \$	-
066015	Federal Trainee Program	LS		x		= \$	-
066610	Partnering	LS		x		= \$	-
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	= \$	10,000
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Total Section 1-8	\$	3,464,500	4%	= \$	138,580
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TOTAL SUPPLEMENTAL WORK	\$	238,600
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SECTION 11: STATE FURNISHED MATERIALS AND EXPENSES

Item code		Unit	Quantity		Unit Price (\$)		Cost
066105	Resident Engineers Office	LS	1	x	50,000.00	=	\$50,000
066063	Traffic Management Plan - Public Information	LS	1	x	5,000.00	=	\$5,000
066901	Water Expenses	LS	1	x	5,000.00	=	\$5,000
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	10,000.00	=	\$10,000
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		\$	3,464,500		2%	= \$	69,290

TOTAL STATE FURNISHED	\$139,300
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SECTION 12: TIME-RELATED OVERHEAD

Total of Roadway and Structures Contract Items excluding Mobilization	\$22,789,035	(used to calculate TRO)
Total Construction Cost (excluding TRO and Contingency)	\$25,059,398	(used to check if project is greater than \$5 million excluding contingency)

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

Item code		Unit	Quantity		Unit Price (\$)		Cost
090100	Time-Related Overhead	WD	240	X	\$5,698	=	\$1,367,400

TOTAL TIME-RELATED OVERHEAD	\$1,367,400
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SECTION 13: ROADWAY CONTINGENCY

Risk Amount from Risk Register		(for Known Risks)	#REF!	#REF!
Additional or Residual Contingency		(for Unknown/Undefined Risks)	#REF!	#REF!
Total Section 1-12	\$	5,556,300	x 20%	= \$1,111,260

TOTAL CONTINGENCY*	\$1,111,300
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II. STRUCTURE ITEMS

	Bridge 1		Bridge 2		
DATE OF ESTIMATE	10/04/24		10/04/24		00/00/00
Bridge Name	SR168 Enterprise Canal POC		SR168 Enterprise Canal POC		XXXXXXXXXXXXXXXXXXXX
Bridge Number	TBD		TBD		57-XXX
Structure Type	Tied-Arch		CIP Box Girder		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	18 LF		16 LF		0 LF
Total Bridge Length (Feet)	497 LF		457 LF		0 LF
Total Area (Square Feet)	8952 SQFT		7317 SQFT		0 SQFT
Structure Depth (Feet)	2 LF		4 LF		0 LF
Footing Type (pile or spread)	Pile		Pile		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$1,400		\$400		\$0
COST OF EACH	\$12,532,716		\$2,926,912		\$0

	Building 1				
DATE OF ESTIMATE	00/00/00		00/00/00		00/00/00
Building Name	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Bridge Number	57-XXX		57-XXX		57-XXX
Structure Type	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Width (Feet) [out to out]	0 LF		0 LF		0 LF
Total 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)	XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX		XXXXXXXXXXXXXXXXXXXX
Cost Per Square Foot	\$300		\$0		\$0
COST OF EACH	\$0		\$0		\$0

TOTAL COST OF BRIDGES	\$15,459,628
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TOTAL COST OF BUILDINGS	\$0
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STRUCTURES MOBILIZATION	10%	\$1,545,963
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STRUCTURES CONTINGENCY*	25%	\$3,864,907
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TOTAL COST OF STRUCTURES	\$20,870,498
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Estimate Prepared By: Shaun Sumpter, SE

1/9/2024

XXXXXXXXXXXXXXXXXXXX ----- Division of Structures

Date

EA: 06-0U840 PA&ED: 616000055

III. RIGHT OF WAY

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

A)	A1)	Acquisition, including Excess Land Purchases, Damages & Goodwill, Fees	\$	830,000
	A2)	SB-1210	\$	0
B)		Acquisition of Offsite Mitigation	\$	0
C)	C1)	Utility Relocation (State Share)	\$	300,000
	C2)	Potholing (Design Phase)	\$	0
D)		Railroad Acquisition	\$	0
E)		Clearance / Demolition	\$	0
F)		Relocation Assistance (RAP and/or Last Resort Housing Costs)	\$	0
G)		Title and Escrow	\$	20,000
H)		Environmental Review	\$	0
I)		Condemnation Settlements <u>0%</u>	\$	0
J)		Design Appreciation Factor <u>0%</u>	\$	0
K)		Utility Relocation (Construction Cost)	\$	

L)	TOTAL RIGHT OF WAY ESTIMATE	\$1,150,000
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M)	TOTAL R/W ESTIMATE: Escalated	\$1,198,875
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N)	RIGHT OF WAY SUPPORT	\$40,000
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Support Cost Estimate	Greg Gross, PE	(559) 293-4799
Prepared By	Project Coordinator ¹	Phone

Utility Estimate Prepared		
By	Utility Coordinator ²	Phone

R/W Acquisition Estimate		
Prepared By	Right of Way Estimator ³	Phone

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

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

RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)

(Form #)

EXHIBIT

AGENDA ITEM NO. 10.

17-EX-21 (NEW 12/2007)

Page 1 of 5

To: District Division Chief
Division of Right of Way and Land Surveys

Date: 5/6/2024

Attention: District Branch Chief
R/W Local Programs

Co. FRE Rte. 168
EA 0616000055/06-0U840

Subject: **RIGHT OF WAY DATA SHEET - LOCAL PUBLIC AGENCIES – Type 1**

Project Description:

The City of Clovis (City) in cooperation with the California Department of Transportation (Caltrans), District 6, is proposing to construct a Class I trail/pedestrian bridge overcrossing spanning State Route (SR) 168 east of Temperance Avenue and south of Owens Mountain Parkway in the city of Clovis, Fresno County, California. The proposed project would extend the Enterprise Canal Trail south of SR 168 and provide direct bicyclist and pedestrian access to the Clovis Community Hospital Complex.

Right of way necessary for the subject project will be the responsibility of the City of Clovis.

The information in this data sheet was developed by Ryan Burnett.

I. Right of Way Engineering

Will Right of Way Engineering be required for this project?

- No _____
- Yes x (Submit a copy of the *Right of Way Engineering Surveys and Mapping Services checklist for Locally Funded Projects*. This checklist includes, but is not limited to, the following items.)

The below documents will be prepared during the Final Design phase.

- Hard copy (base map) _____
- Appraisal map X
- Acquisition Documents X
- Property Transfer Documents X
- R/W Record Map _____
- Record of Survey _____

II. Engineering Surveys

1. Is any surveying or photogrammetric mapping required?

No _____ Yes X (Complete the following.)

2. Datum Requirements

Yes X Project will adhere to the following criteria:

- Horizontal - datum policy is NAD 83, CA-HPGN, EPOCH 1991.35 and English system of units and measures.
- Vertical - datum policy is NAVD 88.
- Units - metric is not required.

No _____ Provide an explanation on additional page.

Project does not adhere to the horizontal and vertical requirements. Project contains neither a datum or projection and utilizes the drawing units of feet.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes X

No Provide explanation on additional page.

III. **Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?

No Yes X (Complete the following.)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	<u> </u>	<u> </u>	\$ <u> </u>
B. Number of Single Family Residential Units	<u> </u>	<u> </u>	\$ <u> </u>
C. Number of Multifamily Residential Units	<u> </u>	<u> </u>	\$ <u> </u>
D. Number of Commercial/Industrial Parcels	<u> 3 </u>	<u> </u>	\$ <u> 1,000,000 </u>
E. Number of Farm/Agricultural Parcels	<u> </u>	<u> </u>	\$ <u> </u>
F. Permanent and/or Temporary Easements	<u> 3 </u>	<u> </u>	\$ <u> 15,000 </u>
G. Other Parcels (define in "Remarks" section)	<u> </u>	<u> </u>	\$ <u> </u>
Totals	<u> </u>	<u> </u>	\$ <u> 1,015,000 </u>

The City owns the vacant parcel being impacted on the north side of SR 168, so no acquisition is required.

Three (3) partial acquisitions will be needed on the south side of SR 168 from the Clovis Community Medical Center.

Three (3) Temporary Construction Easement will be needed for grading outside of the proposed right-of-way limits at the Clovis Community Medical Center.

IV. **Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the "dedication" process for the Project?

No X Yes (Complete the following.)

Number of dedicated parcels

Have the dedication parcel(s) been accepted by the municipality involved?

V. **Excess Lands / Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No X Yes (Provide an explanation on additional page.)

VI. **Relocation Information**

Are relocation displacements anticipated?

No X Yes (Complete the following.)

A. Number of Single Family Residential Units	_____	\$	_____
Estimated RAP Payments			
B. Number of Multifamily Residential Units	_____	\$	_____
Estimated RAP Payments			
C. Number of Business/Nonprofit	_____	\$	_____
Estimated RAP Payments			
D. Number of Farms	_____	\$	_____
Estimated RAP Payments			
E. Other (define in the "Remarks" section)	_____	\$	_____
Estimated RAP Payments			
Totals	_____	\$	_____

VII. **Utility Relocation Information**

Do you anticipate any utility facilities or utility rights of way to be affected?

No Yes X (Complete the following.)

		Estimated Relocation Expense		
Facility	Owner	State Obligation	Local Obligation	Utility Owner Obligation
A. Utility Poles (2)	PG&E	\$	\$200,000	\$200,00
B. Underground Communication	AT&T	\$	\$100,000	\$
C.		\$	\$	\$
D.		\$	\$	\$
E.		\$	\$	\$
F.		\$	\$	\$
Totals		\$0 *	\$300,000	\$200,000
Number of facilities			2	2

*This amount reflects the estimated total financial obligation by the State

Any additional information concerning utility involvement on this project?

Enterprise Canal Trail and Bridge shall impact PG&E overhead electric requiring the relocation of two utility poles and the implementation of potential underground boring underneath Fresno Irrigation District Canal. One of these poles are located within an easement that parallels a portion of Tollhouse Road.

VIII. **Rail Information**

Are railroad facilities or railroad rights of way affected?

No X Yes (Complete the following.)

Describe railroad facilities or railroad rights of way affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A.		
B.		

Discuss types of agreements and rights required from the railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

IX. **Clearance Information**

Are there improvements that require clearance?

No x Yes (Complete the following.)

A. Number of Structures to be Demolished
Estimated Cost of Demolition \$

X. **Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

hazardous materials? None X Yes (Explain in the "Remarks" section.)

Are there any site(s) and/or improvement(s) in the Project Limits that are suspected to contain

hazardous waste? None X Yes (Explain in the "Remarks" section.)

XI. **Project Scheduling**

	Proposed lead time	Completion date
* Preliminary Engineering, Surveys	<u> 12 </u> (months)	<u>12/31/2024</u>
* R/W Engineering Submittals	<u> 6 </u> (months)	<u>7/1/2025</u>
* R/W Appraisals/Acquisition	<u> 12 </u> (months)	<u>4/1/2026</u>
Proposed Environmental Clearance		<u>7/30/2024</u>
Proposed R/W Certification		<u>5/25/2026</u>

RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)
(Form #)

EXHIBIT
17-EX-21 (NEW 12/2007)
Page 5 of 5

AGENDA ITEM NO. 10.

XII. Proposed Funding

The City is currently applying for construction funding. The sources and dates are unknown at this time.

	Local	State	Federal	Other
Acquisition				
Utilities				
Relocation Assistance Program				
R/W Support				
Cost (Eng. Appraisals, etc.)				

XIII. Remarks

Project Sponsor Consultant
Prepared by:

Greg Gross, PE



Project Sponsor
Reviewed and Approved by:

Ryan Burnett, Engineering Program Manager


5/6/2024

Date

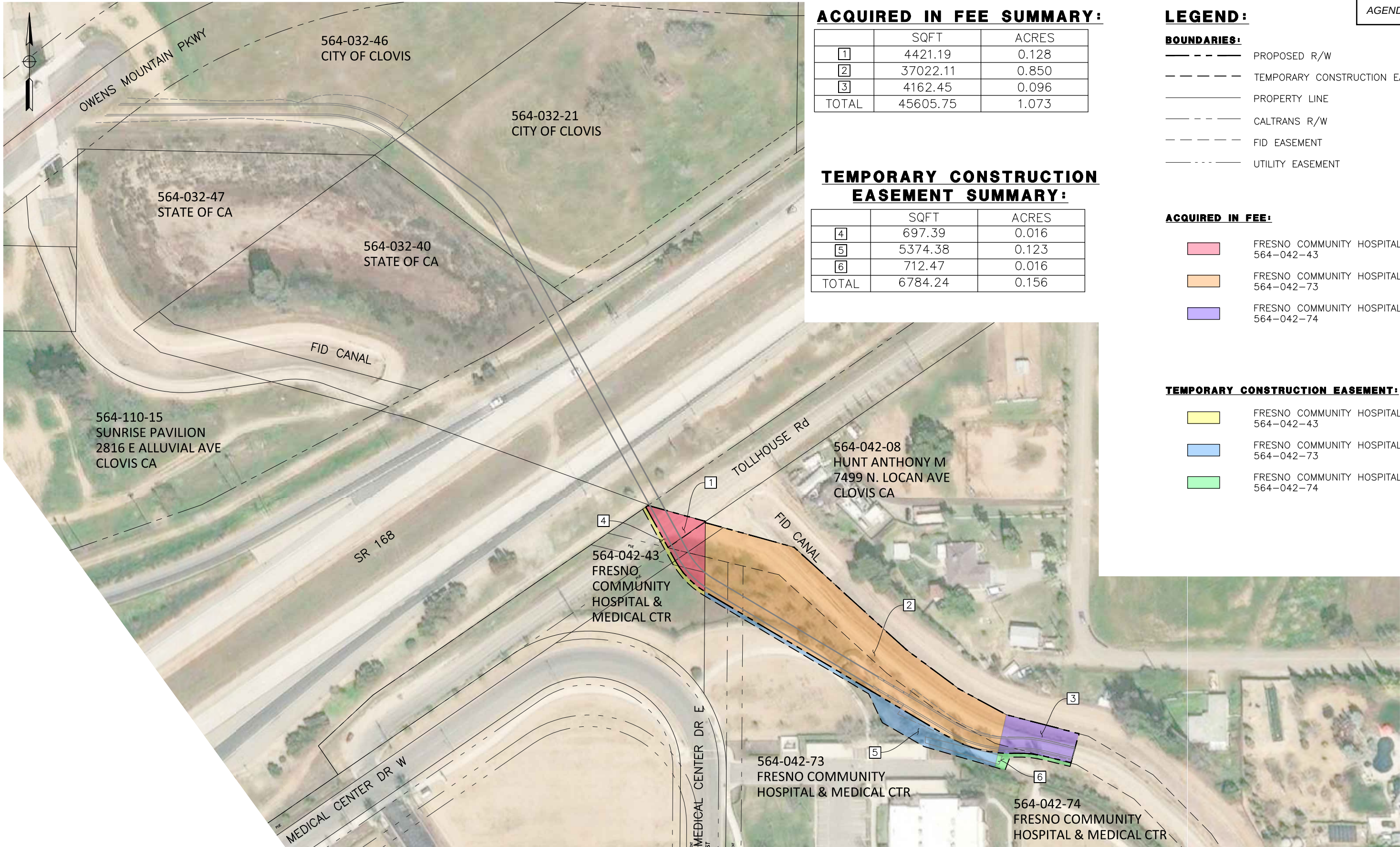
Date

Caltrans

Reviewed and approved based on information provided to date:

Caltrans District Branch Chief
Local Programs
Division of Right of Way

Date



ACQUIRED IN FEE SUMMARY:

	SQFT	ACRES
1	4421.19	0.128
2	37022.11	0.850
3	4162.45	0.096
TOTAL	45605.75	1.073

TEMPORARY CONSTRUCTION EASEMENT SUMMARY:

	SQFT	ACRES
4	697.39	0.016
5	5374.38	0.123
6	712.47	0.016
TOTAL	6784.24	0.156

LEGEND:

BOUNDARIES:

- PROPOSED R/W
- TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- CALTRANS R/W
- FID EASEMENT
- UTILITY EASEMENT

ACQUIRED IN FEE:

- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

TEMPORARY CONSTRUCTION EASEMENT:

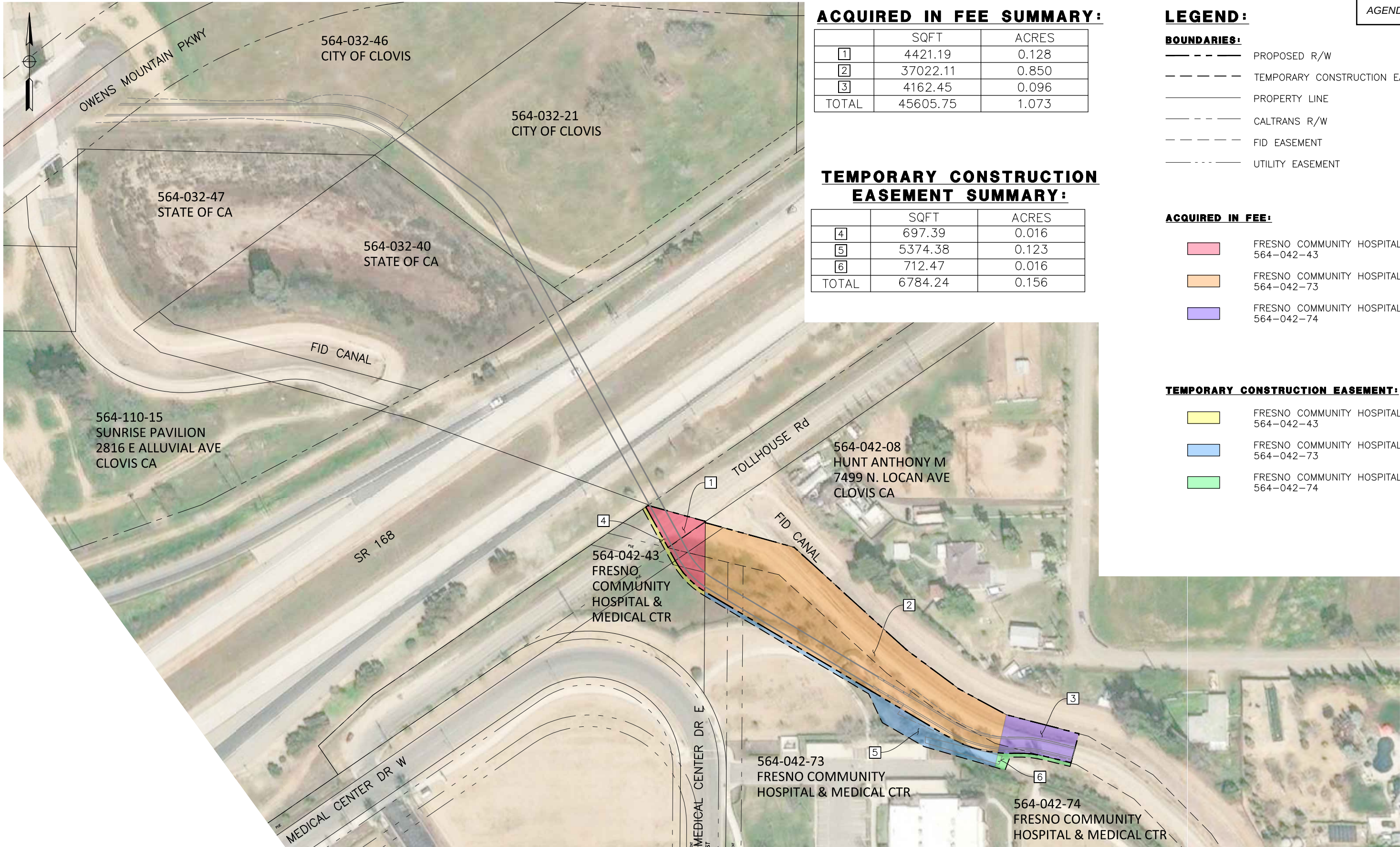
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

PLAN
SCALE: 1" = 60'

DESIGNED:	DATE	RECORD DRAWING	DATE
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	
CHECKED: G. GROSS	08/2023		

**ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 1 ROW EXHIBIT**





ACQUIRED IN FEE SUMMARY:

	SQFT	ACRES
[1]	4421.19	0.128
[2]	37022.11	0.850
[3]	4162.45	0.096
TOTAL	45605.75	1.073

TEMPORARY CONSTRUCTION EASEMENT SUMMARY:

	SQFT	ACRES
[4]	697.39	0.016
[5]	5374.38	0.123
[6]	712.47	0.016
TOTAL	6784.24	0.156

LEGEND:

BOUNDARIES:

- PROPOSED R/W
- TEMPORARY CONSTRUCTION EASEMENT
- PROPERTY LINE
- CALTRANS R/W
- FID EASEMENT
- UTILITY EASEMENT

ACQUIRED IN FEE:

- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

TEMPORARY CONSTRUCTION EASEMENT:

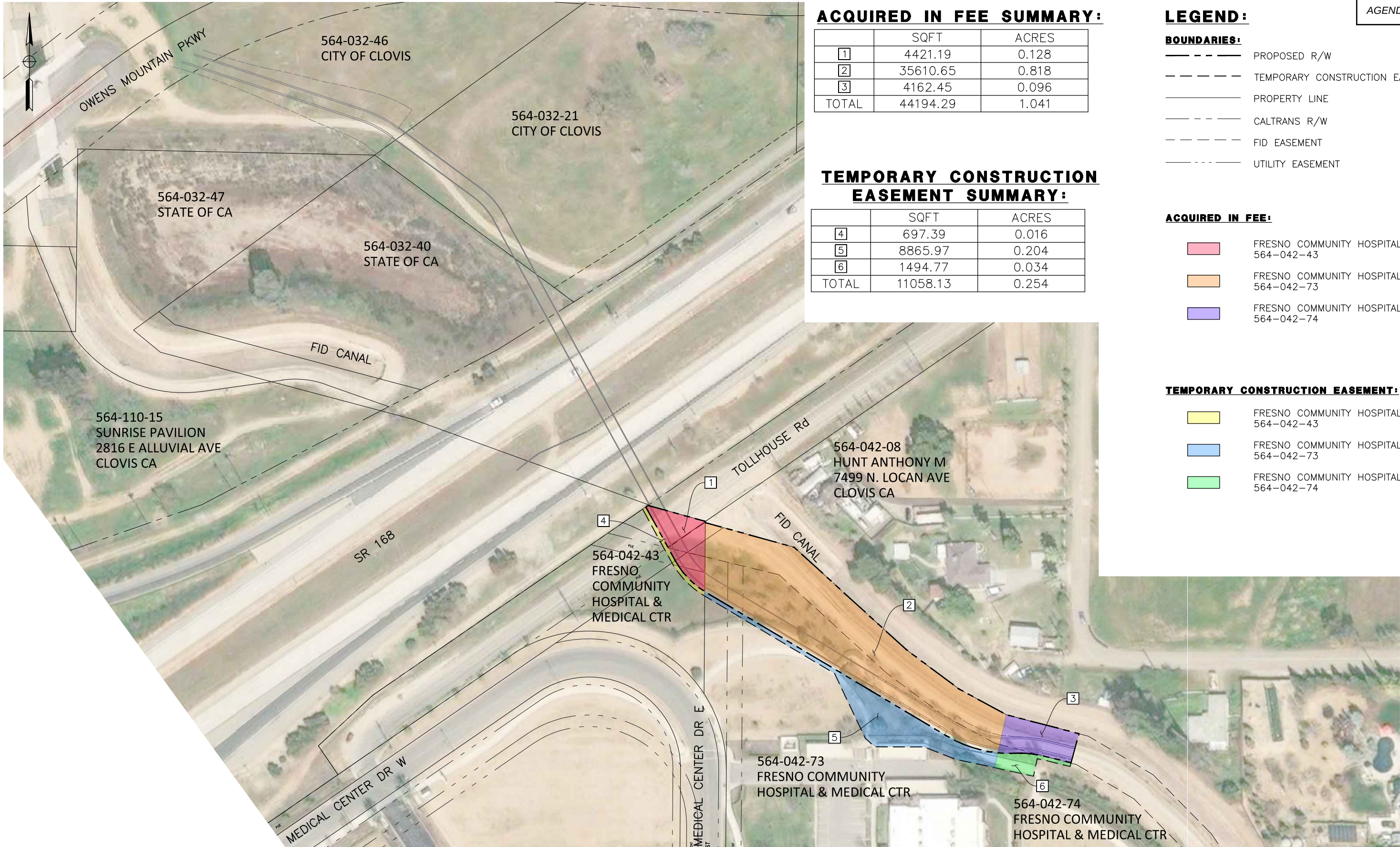
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

PLAN
SCALE: 1" = 60'

DESIGNED:	DATE	RECORD DRAWING	DATE
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	
CHECKED: G. GROSS	08/2023		

**ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 1 ROW EXHIBIT**





ACQUIRED IN FEE SUMMARY:

	SQFT	ACRES
1	4421.19	0.128
2	35610.65	0.818
3	4162.45	0.096
TOTAL	44194.29	1.041

TEMPORARY CONSTRUCTION EASEMENT SUMMARY:

	SQFT	ACRES
4	697.39	0.016
5	8865.97	0.204
6	1494.77	0.034
TOTAL	11058.13	0.254

LEGEND:

- BOUNDARIES:**
- PROPOSED R/W
 - TEMPORARY CONSTRUCTION EASEMENT
 - PROPERTY LINE
 - CALTRANS R/W
 - FID EASEMENT
 - UTILITY EASEMENT

ACQUIRED IN FEE:

- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

TEMPORARY CONSTRUCTION EASEMENT:

- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

PLAN
SCALE: 1" = 60'

DESIGNED:	DATE	RECORD DRAWING	DATE
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	
CHECKED: G. GROSS	08/2023		

**ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 2 ROW EXHIBIT**



RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)

(Form #)

EXHIBIT

AGENDA ITEM NO. 10.

17-EX-21 (NEW 12/2007)

Page 1 of 5

To: District Division Chief
Division of Right of Way and Land Surveys

Date: 5/6/2024

Attention: District Branch Chief
R/W Local Programs

Co. FRE Rte. 168
EA 0616000055/06-0U840

Subject: **RIGHT OF WAY DATA SHEET - LOCAL PUBLIC AGENCIES – Type 3**

Project Description:

The City of Clovis (City) in cooperation with the California Department of Transportation (Caltrans), District 6, is proposing to construct a Class I trail/pedestrian bridge overcrossing spanning State Route (SR) 168 east of Temperance Avenue and south of Owens Mountain Parkway in the city of Clovis, Fresno County, California. The proposed project would extend the Enterprise Canal Trail south of SR 168 and provide direct bicyclist and pedestrian access to the Clovis Community Hospital Complex.

Right of way necessary for the subject project will be the responsibility of the City of Clovis.

The information in this data sheet was developed by Ryan Burnett.

I. Right of Way Engineering

Will Right of Way Engineering be required for this project?

- No
- Yes x (Submit a copy of the *Right of Way Engineering Surveys and Mapping Services checklist for Locally Funded Projects*. This checklist includes, but is not limited to, the following items.)

The below documents will be prepared during the Final Design phase.

- Hard copy (base map)
- Appraisal map X
- Acquisition Documents X
- Property Transfer Documents X
- R/W Record Map
- Record of Survey

II. Engineering Surveys

1. Is any surveying or photogrammetric mapping required?

No Yes X (Complete the following.)

2. Datum Requirements

Yes X Project will adhere to the following criteria:

- Horizontal - datum policy is NAD 83, CA-HPGN, EPOCH 1991.35 and English system of units and measures.
- Vertical - datum policy is NAVD 88.
- Units - metric is not required.

No Provide an explanation on additional page.

Project does not adhere to the horizontal and vertical requirements. Project contains neither a datum or projection and utilizes the drawing units of feet.

3. Will land survey monument perpetuation be scoped into the project, if required?

Yes X

No Provide explanation on additional page.

III. **Parcel Information (Land and Improvements)**

Are there any property rights required within the proposed project limits?

No Yes X (Complete the following.)

	Part Take	Full Take	Estimate \$
A. Number of Vacant Land Parcels	<u> </u>	<u> </u>	\$ <u> </u>
B. Number of Single Family Residential Units	<u> </u>	<u> </u>	\$ <u> </u>
C. Number of Multifamily Residential Units	<u> </u>	<u> </u>	\$ <u> </u>
D. Number of Commercial/Industrial Parcels	<u> 3 </u>	<u> </u>	\$ <u> 815,000 </u>
E. Number of Farm/Agricultural Parcels	<u> </u>	<u> </u>	\$ <u> </u>
F. Permanent and/or Temporary Easements	<u> 3 </u>	<u> </u>	\$ <u> 15,000 </u>
G. Other Parcels (define in "Remarks" section)	<u> </u>	<u> </u>	\$ <u> </u>
Totals	<u> </u>	<u> </u>	\$ <u> 830,000 </u>

The City owns the vacant parcel being impacted on the north side of SR 168, so no acquisition is required.

Three (3) partial acquisitions will be needed on the south side of SR 168 from the Clovis Community Medical Center.

Three (3) Temporary Construction Easement will be needed for grading outside of the proposed right-of-way limits at the Clovis Community Medical Center.

IV. **Dedications**

Are there any property rights which have been acquired, or anticipate will be acquired, through the "dedication" process for the Project?

No X Yes (Complete the following.)

Number of dedicated parcels

Have the dedication parcel(s) been accepted by the municipality involved?

V. **Excess Lands / Relinquishments**

Are there Caltrans property rights which may become excess lands or potential relinquishment areas?

No X Yes (Provide an explanation on additional page.)

VI. **Relocation Information**

Are relocation displacements anticipated?

No X Yes (Complete the following.)

A. Number of Single Family Residential Units	_____	
Estimated RAP Payments		\$ _____
B. Number of Multifamily Residential Units	_____	
Estimated RAP Payments		\$ _____
C. Number of Business/Nonprofit	_____	
Estimated RAP Payments		\$ _____
D. Number of Farms	_____	
Estimated RAP Payments		\$ _____
E. Other (define in the "Remarks" section)	_____	
Estimated RAP Payments		\$ _____
Totals	_____	\$ _____

VII. **Utility Relocation Information**

Do you anticipate any utility facilities or utility rights of way to be affected?

No Yes X (Complete the following.)

		Estimated Relocation Expense		
Facility	Owner	State Obligation	Local Obligation	Utility Owner Obligation
A. Utility Poles (2)	PG&E	\$ _____	\$200,000	\$200,00
B. Underground Communication	AT&T	\$ _____	\$100,000	\$ _____
C.		\$ _____	\$ _____	\$ _____
D.		\$ _____	\$ _____	\$ _____
E.		\$ _____	\$ _____	\$ _____
F.		\$ _____	\$ _____	\$ _____
Totals		\$0 *	\$300,000	\$200,000
Number of facilities			2	2

*This amount reflects the estimated total financial obligation by the State.

Any additional information concerning utility involvement on this project?

Enterprise Canal Trail and Bridge shall impact PG&E overhead electric requiring the relocation of two utility poles and the implementation of potential underground boring underneath Fresno Irrigation District Canal. One of these poles are located within an easement that parallels a portion of Tollhouse Road.

VIII. **Rail Information**

Are railroad facilities or railroad rights of way affected?

No X Yes (Complete the following.)

Describe railroad facilities or railroad rights of way affected.

Owner's Name	Transverse Crossing	Longitudinal Encroachment
A.		
B.		

Discuss types of agreements and rights required from the railroads. Are grade crossings that require services contracts, or grade separations that require construction and maintenance agreements involved?

IX. **Clearance Information**

Are there improvements that require clearance?

No x Yes (Complete the following.)

A. Number of Structures to be Demolished
Estimated Cost of Demolition \$

X. **Hazardous Materials/Waste**

Are there any site(s) and/or improvements(s) in the Project Limits that are known to contain

hazardous materials? None X Yes (Explain in the "Remarks" section.)

Are there any site(s) and/or improvement(s) in the Project Limits that are suspected to contain

hazardous waste? None X Yes (Explain in the "Remarks" section.)

XI. **Project Scheduling**

	Proposed lead time	Completion date
* Preliminary Engineering, Surveys	<u> 12 </u> (months)	<u>12/31/2024</u>
* R/W Engineering Submittals	<u> 6 </u> (months)	<u>7/1/2025</u>
* R/W Appraisals/Acquisition	<u> 12 </u> (months)	<u>4/1/2026</u>
Proposed Environmental Clearance		<u>7/30/2024</u>
Proposed R/W Certification		<u>5/25/2026</u>

RIGHT OF WAY DATA SHEET FOR LOCAL PUBLIC AGENCIES (Cont.)
(Form #)

EXHIBIT
17-EX-21 (NEW 12/2007)
Page 5 of 5

XII. Proposed Funding

The City is currently applying for construction funding. The sources and dates are unknown at this time.

	Local	State	Federal	Other
Acquisition				
Utilities				
Relocation Assistance Program				
R/W Support				
Cost (Eng. Appraisals, etc.)				

XIII. Remarks

Project Sponsor Consultant
Prepared by:

Greg Gross, PE



Project Sponsor
Reviewed and Approved by:

Ryan Burnett, Engineering Program Manager


5/6/2024

Date

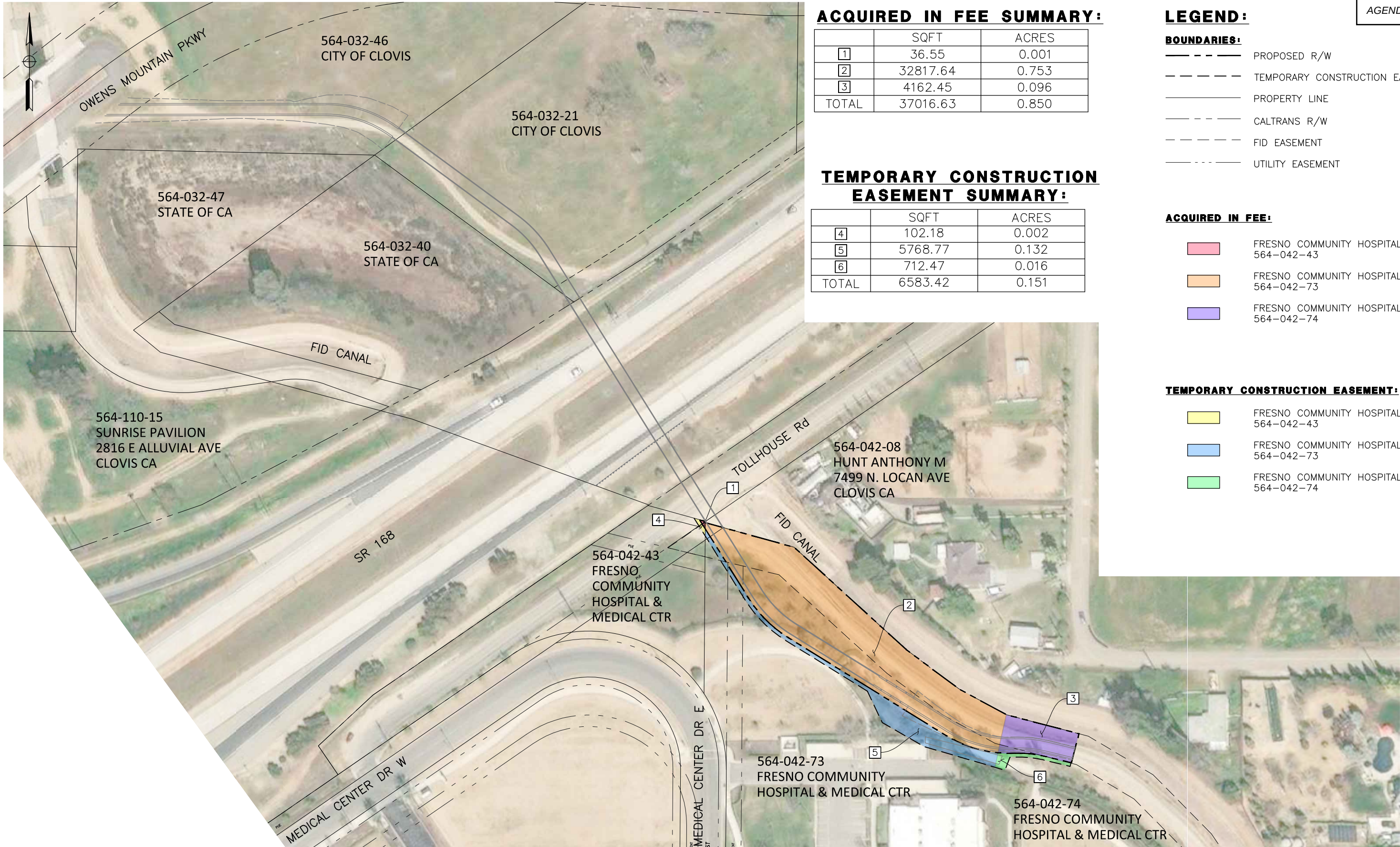
Date

Caltrans

Reviewed and approved based on information provided to date:

Caltrans District Branch Chief
Local Programs
Division of Right of Way

Date



ACQUIRED IN FEE SUMMARY:

	SQFT	ACRES
1	36.55	0.001
2	32817.64	0.753
3	4162.45	0.096
TOTAL	37016.63	0.850

TEMPORARY CONSTRUCTION EASEMENT SUMMARY:

	SQFT	ACRES
4	102.18	0.002
5	5768.77	0.132
6	712.47	0.016
TOTAL	6583.42	0.151

LEGEND:

- BOUNDARIES:**
- PROPOSED R/W
 - TEMPORARY CONSTRUCTION EASEMENT
 - PROPERTY LINE
 - CALTRANS R/W
 - FID EASEMENT
 - UTILITY EASEMENT

ACQUIRED IN FEE:

- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

TEMPORARY CONSTRUCTION EASEMENT:

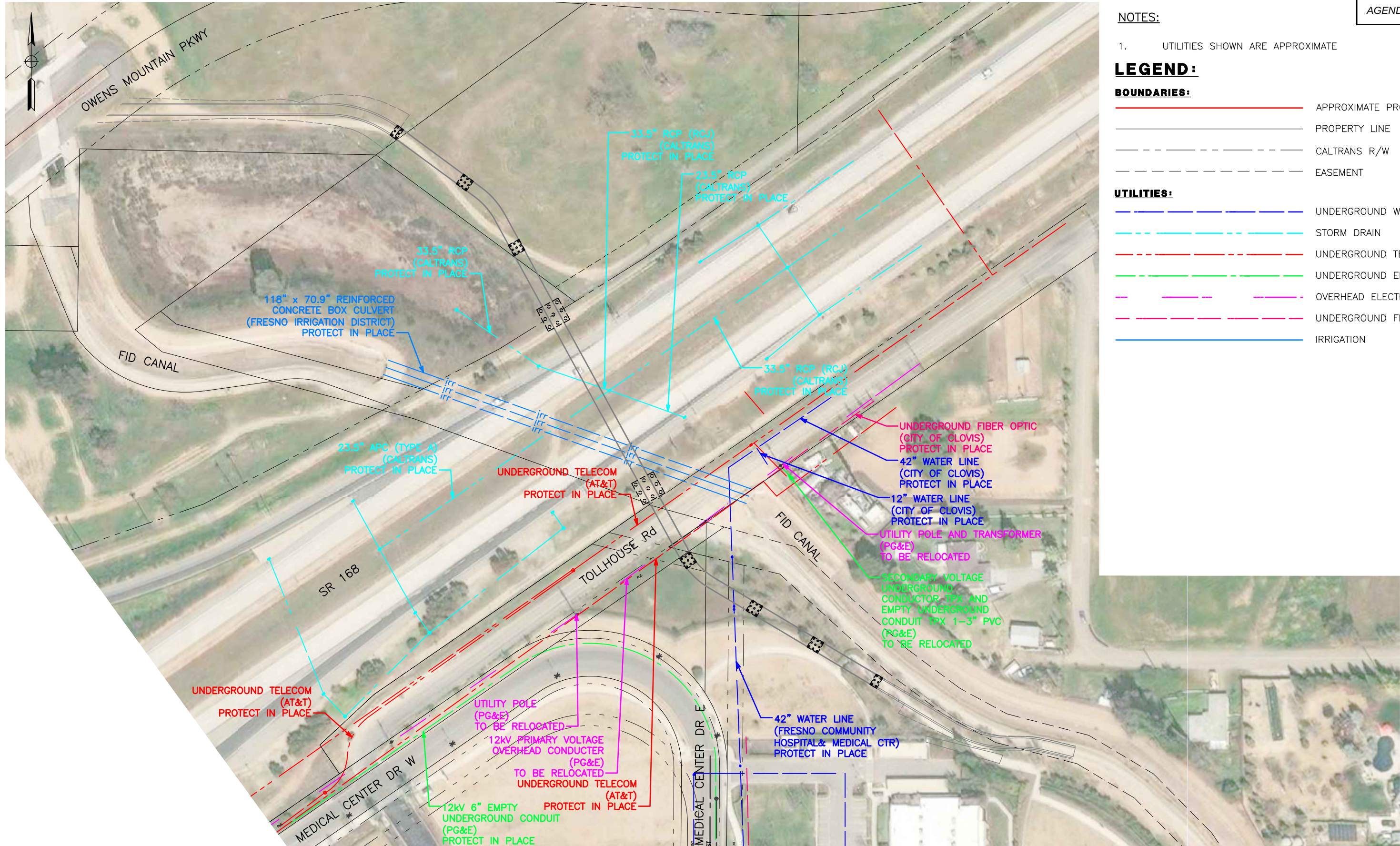
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-43
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-73
- FRESNO COMMUNITY HOSPITAL & MEDICAL CTR 564-042-74

PLAN
SCALE: 1" = 60'

DESIGNED:	DATE	RECORD DRAWING	DATE
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	
CHECKED: G. GROSS	08/2023		

**ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 3 ROW EXHIBIT**





PLAN
SCALE: 1" = 60'

NOTES:

1. UTILITIES SHOWN ARE APPROXIMATE

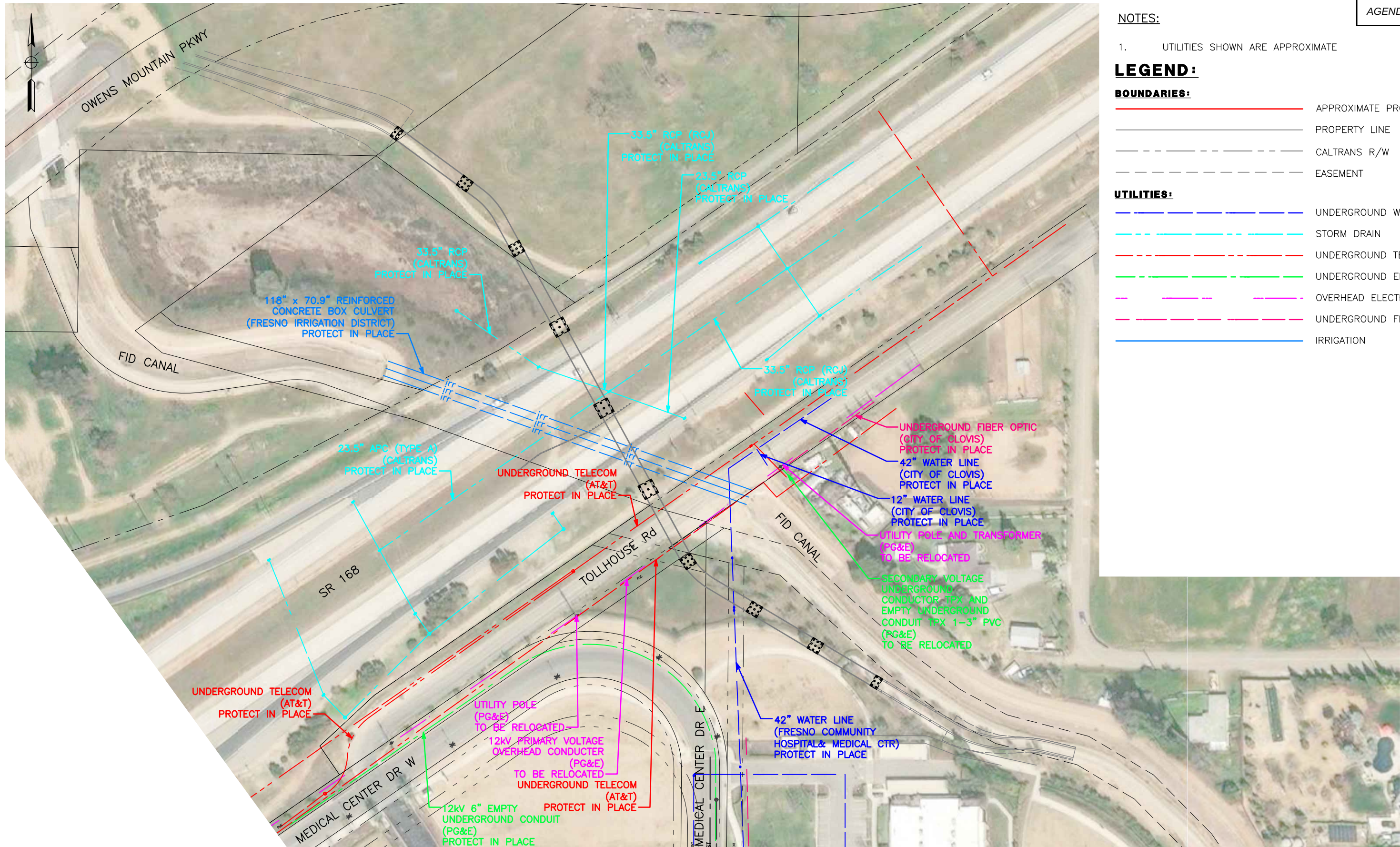
LEGEND:

- BOUNDARIES:**
- APPROXIMATE PROPERTY LINE
 - PROPERTY LINE
 - CALTRANS R/W
 - EASEMENT
- UTILITIES:**
- UNDERGROUND WATER
 - STORM DRAIN
 - UNDERGROUND TELECOM
 - UNDERGROUND ELECTRIC
 - OVERHEAD ELECTRIC
 - UNDERGROUND FIBER OPTIC
 - IRRIGATION

DESIGNED:	DATE	RECORD DRAWING	
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	DATE
CHECKED: G. GROSS	08/2023		

ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 1 UTILITY EXHIBIT





PLAN
SCALE: 1" = 60'

NOTES:

1. UTILITIES SHOWN ARE APPROXIMATE

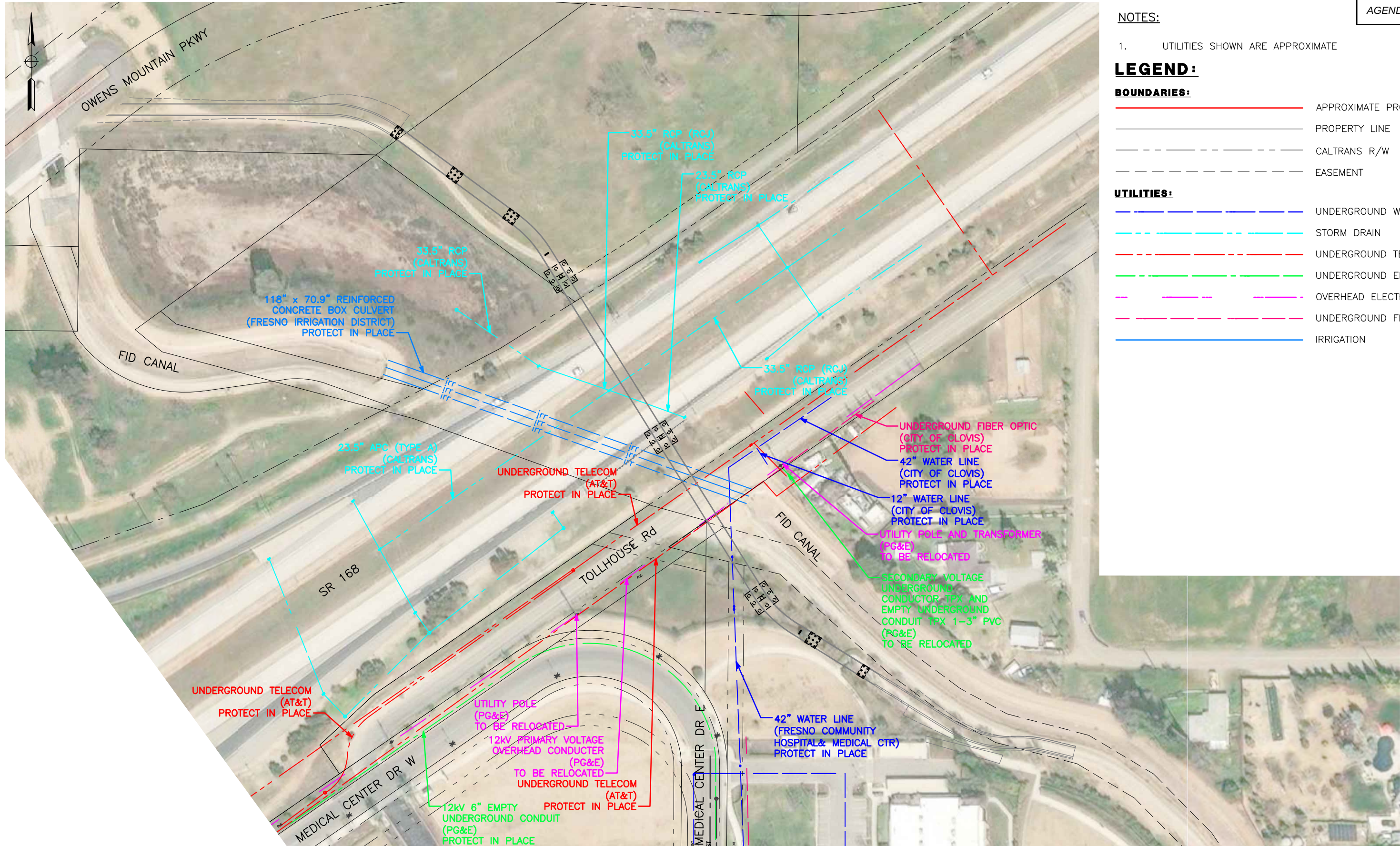
LEGEND:

- BOUNDARIES:**
- APPROXIMATE PROPERTY LINE
 - PROPERTY LINE
 - CALTRANS R/W
 - EASEMENT
- UTILITIES:**
- UNDERGROUND WATER
 - STORM DRAIN
 - UNDERGROUND TELECOM
 - UNDERGROUND ELECTRIC
 - OVERHEAD ELECTRIC
 - UNDERGROUND FIBER OPTIC
 - IRRIGATION

DESIGNED:	DATE	RECORD DRAWING	
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	DATE
CHECKED: G. GROSS	08/2023		

ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 2 UTILITY EXHIBIT





PLAN
SCALE: 1" = 60'

NOTES:

1. UTILITIES SHOWN ARE APPROXIMATE

LEGEND:

- BOUNDARIES:**
- APPROXIMATE PROPERTY LINE
 - PROPERTY LINE
 - CALTRANS R/W
 - EASEMENT
- UTILITIES:**
- UNDERGROUND WATER
 - STORM DRAIN
 - UNDERGROUND TELECOM
 - UNDERGROUND ELECTRIC
 - OVERHEAD ELECTRIC
 - UNDERGROUND FIBER OPTIC
 - IRRIGATION

DESIGNED:	DATE	RECORD DRAWING	
DRAWN: E. BARCO	08/2023	RESIDENT ENGINEER	DATE
CHECKED: G. GROSS	08/2023		

ENTERPRISE CANAL TRAIL AND BRIDGE
TYPE 3 UTILITY EXHIBIT



**Department of Transportation
District 6**

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-FRE-168-PM R9.4/R9.5

FRE 168/SR 168 Traffic Management Plan

PROJECT/EA NO: 0616000055-06-0U840

August 25, 2023

Prepared For: CALTRANS

Prepared By: Greg Gross, PE

Concurred By:

Approved By:

DAN MASSA
District 6 – District Traffic Manager

Greg Gross, PE
Consultant

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from CALTRANS District 6, Office of Traffic Management dated August 18, 2023.

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.”

Attachments:

Attachment F.2 – TMP Type 1
Attachment F.3 – TMP Type 2
Attachment F.4 – TMP Type 3

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN**DATA SHEET***(TMP Elements and Costs)*

CO/RTE	FRE		PM	9.4-.95	PROJ. NO.	000000000K
					EA. NO.	060U840
PROJECT NAME	SR168 Pedestrian Overcrossing over SR 168					
PROJECT LIMIT						
PROJECT DESCRIPTION	Enterprise Canal Pedestrian Grade Separation over SR 168					

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

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

Night closure are periodically needed for bridge construction activities

- 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 | <input type="text"/> | minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | <input type="text"/> | minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | <input type="text"/> | minutes |
| 4. Estimate Delay Cost (Most Applicable) | | |
| ☐ Extended Weekend Closure | <input type="text"/> | # of Days |
| ☐ Weekly (7 days) | | |
| 5. Estimated Duration of Project Related Delays | <input type="text"/> | # of Days |
| 6. Cost of Construction Related delays | <input type="text"/> | |

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

Working Days

Total Working Days to Construct the Project:

480 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: August 24, 2023

Design Senior:

Branch:

Office of Design:

Cnty/Rte: FRE 0

PM: 9.4-.95

Project/EA No: 000000000K 060U840

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 (ITEM#066063)		5. Demand Management	
☐	Brochures & Mailers		
☒	Press Release/Media Alerts	\$52,000	
☐	Telephone Hotline		
☐	Planned Lane Closure Website		
☐	Telephone Hotline		
☐	Freight Travel Information		
2. Motorist Information Strategies		6. Alternative Route Strategies	
☐	Traffic Radio Announcements		
☒	Portable CMS (ITEM#128652)	\$84,000	
☐	Ground Mounted Signs (Detour)*		
☐	CT Hwy Infom. Network (CHIN)		
3. Incident Management			
☐	Transportation Management Center		
☐	Traff. Surveillance (Loop & CCTV)		
☒	COZEEP (ITEM#066062)	\$52,000	
4. Construction Strategies (In Addition to Elements Identified on Item B)			
☐	Lane Requirement Chart		
☐	Construction Staging		
☐	Traffic Handling Plans		
☐	Full Facility Closures		
☐	Local Road Closures		
☐	Lane Modifications		
☐	Ramp/Connector Closure		
☐	Night Work		
☐	Coordination w/ Adj. Construction Site		
		TOTAL ESTIMATED COST OF TMP	\$188,000

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.
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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.

PREPARED BY:	CONSULTANT	DATE:
Greg Gross, PE		August 24, 2023

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE	FRE		PM	9.4-.95	PROJ. NO.	000000000K
					EA. NO.	060U840
PROJECT NAME	SR168 Pedestrian Overcrossing over SR 168					
PROJECT LIMIT						
PROJECT DESCRIPTION	Enterprise Canal Pedestrian Grade Separation over SR 168					

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

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

Night closure are periodically needed for bridge construction activities

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)

- | | | |
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| 4. Estimate Delay Cost (Most Applicable) | | |
| ☐ Extended Weekend Closure | <input type="text"/> | |
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| 5. Estimated Duration of Project Related Delays | <input type="text"/> | # of Days |
| 6. Cost of Construction Related delays | <input type="text"/> | |

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

Total Working Days to Construct the Project: 480 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: August 24, 2023

Design Senior:

Branch:

Office of Design:

Cnty/Rte: FRE 0

PM: 9.4-.95

Project/EA No: 000000000K 060U840

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☒	Press Release/Media Alerts			
☐	Telephone Hotline			
☐	Planned Lane Closure Website			
☐	Telephone Hotline			
☐	Freight Travel Information			
2. Motorist Information Strategies			6. Alternative Route Strategies	
☐	Traffic Radio Announcements	\$84,000	☐	Off-site Detours/Use of Alt. Rtes
☒	Portable CMS (ITEM#128652)			
☐	Ground Mounted Signs (Detour)*			
☐	CT Hwy Infom. Network (CHIN)			
☐				
3. Incident Management				
☐	Transportation Management Center	\$52,000		
☐	Traff. Surveillance (Loop & CCTV)			
☒	COZEEP (ITEM#066062)			
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☐	Lane Modifications			
☐	Ramp/Connector Closure			
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☐	Coordination w/ Adj. Construction Site			
			TOTAL ESTIMATED COST OF TMP	
			\$188,000	

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PREPARED BY:

Greg Gross, PE

CONSULTANT**DATE:**

August 24, 2023

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE	FRE		PM	9.4-.95	PROJ. NO.	000000000K
					EA. NO.	060U840
PROJECT NAME	SR168 Pedestrian Overcrossing over SR 168					
PROJECT LIMIT						
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Total Working Days to Construct the Project: 480 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: August 24, 2023

Design Senior:

Branch:

Office of Design:

Cnty/Rte: FRE 0

PM: 9.4-.95

Project/EA No: 000000000K 060U840

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☐	Coordination w/ Adj. Construction Site		
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PREPARED BY:	CONSULTANT	DATE:
Greg Gross, PE		August 24, 2023



Dist-County-Route: 06-Fre-168

Post Mile Limits: R9.4/R9.5

Project Type: Trail and Bridge

Project ID (EA): 0616000055 (EA 06-OU8400)

Phase: ☐ PID ☒ PA/ED ☐ PS&E

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

1. Does the project disturb 5 or more acres of soil? Yes ☐ No ☒
2. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? Yes ☐ No ☒
3. Is the project required to implement Treatment BMPs? Yes ☐ No ☒
4. Does the project impact existing Treatment BMPs? Yes ☐ No ☒

If the answer to any of the preceding questions is "Yes", prepare a Long Form – Stormwater Data Report. Unless otherwise agreed upon by the District/Regional Design Stormwater Coordinator.

Applicable Caltrans Permit Post Construction Treatment Requirement: 2012 ☐ 2022 ☒

Total Disturbed Soil Area: 0.59 New Impervious Surface: 0.08

Estimated Const. Start Date: 1/2027 Estimated Const. Completion Date: 12/2027

Risk Level: RL 1 ☐ RL 2 ☐ RL 3 ☐ Not Applicable ☒

Is MWEL0 applicable? Yes ☐ No ☒

This Short Form – Stormwater Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Greg Gross

11/8/24

Greg Gross, PE

Date

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

Richard Poythress

11/13/2024

Richard Poythress, District Construction SW Coordinator Date

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

Mazin Al Ali

11/14/2024

Stamp Required at PS&E only]

Mazin Al Ali, District SW Coordinator or Designee

Date

Risk Register for 06-0U840, SR168 Enterprise Canal Ped

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

Risk Checkpoint: PA/ED	
Date: 12/6/2024	
Project Nickname: SR168 Enterprise Canal Ped	
EA: 06-0U840	
Co-Rt, Post Miles: SR 168 PM R9.4/R9.5	
Project Manager: Jose Sandoval, City of Clovis/Mahvash Harms, BCA	
FY & Program (SHOPP or STIP):	
Total Costs (Capital & Support): \$20,700,000 (\$22,600,000 Escalated)	
RTL Target: 9/15/2026	

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	Design	Unexpected Geotechnical Issues	As a result of incomplete preliminary information from existing reports, unexpected geotechnical issues may occur, which would lead to rework of the design and impacts to the cost and schedule.	Site investigation and borings will be performed during Phase 1 of the project.	Site investigations and borings done in Phase 1 reveal unexpected issues.	2-Low (11-30%)	2 - Low (<\$0k)	4	Mitigate	Preliminary design will be based on the available as-built boring data in the project vicinity. Any changes to these base assumptions will be verified immediately after the site investigation during Phase II of the project after the project alignment is selected.	BCA / Parikh	4/8/2024				
									4 - Moderate (1-3 months)	8								
								20%										
Active	2	Threat	Design	Survey File	As a result of inaccuracies or incomplete information in the survey file, design flaws may occur, which would lead to rework of the design and impacts to the cost and schedule.	The survey has been verifies by field walks and no major changes are expected.	The existing conditions of the surrounding area drastically changes.	2-Low (11-30%)	2 - Low (<\$0k)	4	Mitigate	Verify that the survey file is accurate and complete	BCA / Dewberry / ESP	4/8/2024				
									4 - Moderate (1-3 months)	8								
								20%										
Active	3	Threat	Stakeholders	Stakeholder Coordination	As a result of stakeholder coordination, comments requiring significant changes to the project may occur, which would lead to rework of the design and impacts to the cost and schedule.	Coordination with stakeholders is ongoing.	A lack of communication or change in personnel for stakeholder communications causes a disruption in coordination.	2-Low (11-30%)	4 - Moderate (\$0k - \$0k)	8	Mitigate	Coordinate key project elements with stakeholders as soon as possible.	BCA / Dewberry / City	4/8/2024				
									4 - Moderate (1-3 months)	8								
								20%										
Active	4	Threat	Stakeholders	Public Information Meeting (Bridge Aesthetics)	As a result of public information meetings, local community objections to the proposed bridge aesthetics, urban design, interpretive, and landscape elements may occur, which would lead to rework of the design and impacts to the cost and schedule.	Public meetings have been held and local community members have been given a chance to give feedback.	As the project progresses, more community members could express strong opinions based on more information.	2-Low (11-30%)	4 - Moderate (\$0k - \$0k)	8	Mitigate	The design team will develop items of community importance based on the previous public information meetings, during which local communities identified preferred alternatives, aesthetic features, and elements. Prior to future public information meetings, the team will carefully vet revisions and new elements with representatives of public and private stakeholders, at the City's discretion.	BCA	4/8/2024				
									2 - Low (<1 month)	4								
								20%										
Active	5	Threat	Materials	Increase in Material Cost	As a result of material price fluctuations, increases in material costs may occur, which would lead to substantial increased construction costs beyond what is funded.	The project will consider the cost of inflation or increased prices of materials when estimating project costs.	Unexpected market fluctuations or material shortages occur when the project goes out to bid.	3-Moderate (31-50%)	4 - Moderate (\$0k - \$0k)	12	Mitigate	Review construction price trends, compare engineer's estimate to other projects in construction and coordinate with probable contractors.	BCA	4/8/2024				
									1 - Very Low (Insignificant)	3								
								40%										
Active	6	Threat	Environmental	Environmental Studies	As a result of changes in project scope and limits, existing completed technical studies could need revision, which would impact cost and schedule.	The environmental document will be ready to circulate with the DPR.	The alignment of the pedestrian/bike bridge crossing drastically changes and the area requiring study changes.	1-Very Low (1-10%)	4 - Moderate (\$0k - \$0k)	4	Accept	Evaluate any new requirements based on project development with the PDT and coordinate on the best plan of action to accommodate the new requirements.	BCA / Dewberry / City	4/8/2024				
									4 - Moderate (1-3 months)	4								
								5%										
Active	7	Threat	Environmental	Environmental Document Increased to EIR	As a result of project review comments, a major design change may occur, which would lead to the need for an EIR which causes a delay in project schedule due to the need for 2 public comment periods (NOP and EIR).	The environmental document is an IS/MND	The alignment of the pedestrian/bike bridge crossing drastically changes and the area requiring study changes.	1-Very Low (1-10%)	1 - Very Low (Insignificant)	1	Avoid	This item is related to ID #6. If any technical studies identify significant impacts, work with design team to understand options to minimize impacts or avoid the resource to avoid the need for an EIR.	BCA / Dewberry / City	4/8/2024				
									1 - Very Low (Insignificant)	1								
								5%										

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	8	Threat	Project Management	Project Scope Increase	As a result of project comments, an increase in the project scope may occur, which would lead to additional project requirements (Design, R/W, Environmental Documents, etc.).	The project scope has been coordinated and discussed.	A lapse in coordination or change in direction of the overall project needs occur.	3-Moderate (31-50%)	4 - Moderate (\$0k - \$0k)	12	Accept	This item is related to ID #6 and #7. The City needs must be taken into account as the project evolves. Additional scope should be identified and included in the project as soon as possible to minimize project impacts.	BCA / City	4/8/2024				
									4 - Moderate (1-3 months)	12								
								40%										
Active	9	Threat	Right of Way	Caltrans Coordination	As a result of a multi-agency (City of Clovis/Caltrans) project, negotiations for a maintenance may occur, which would lead to a maintenance agreement between Caltrans and the City (Encroachment Permit, Co-Op, etc.) prior to the project being advertised for construction and may impact the scope and schedule.	The City will maintain the pedestrian overcrossing.	The City decides to negotiate other mainteance responsibility with Caltrans.	3-Moderate (31-50%)	1 - Very Low (Insignificant)	3	Mitigate	As the project moves into final design, the City and Caltrans staff will need to determine what agreements are needed and the coordinate the language.	BCA / Dewberry / City	4/8/2024				
									1 - Very Low (Insignificant)	3								
								40%										
Active	10	Threat	Construction	Buried Objects	As a result of excavation during construction, uncovering of unanticipated buried man-made objects may occur, which would lead to additional costs for removal and disposal.	Dewberry conducted a site visit to look at the canal for historical significance.	Excavation uncovers unexpected materials.	2-Low (11-30%)	4 - Moderate (\$0k - \$0k)	8	Accept	Include a Supplemental Work item to cover this risk.	BCA / City	4/8/2024				
									4 - Moderate (1-3 months)	8								
								20%										
Active	11	Threat	Construction	Hazardous Materials	As a result of construction, removal of hazardous materials may occur, which would lead to an on-site storage area and potential additional costs for disposal.	There is no anticipated hazardous material to be removed/disposed.	Unanticipated hazardous material is found during construction.	2-Low (11-30%)	2 - Low (<\$0k)	4	Accept	Caltrans may request testing for ADL, lead based paint, or asbestos to be completed prior to start of construction so that additional costs/mitigation measures are known. This question should be asked at the next meeting with Caltrans staff.	BCA / Dewberry / City	4/8/2024				
									1 - Very Low (Insignificant)	2								
								20%										
Active	12	Threat	Funding	Funding	As a result of unknown funding sources, funding for construction may be inadequate, unavailable, or delayed, which would lead to impacts to structure type and overall project scope.	The City is working on securing funding for the project.	The City does not secure enough funding to cover the project costs.	3-Moderate (31-50%)	8 - High (\$2000000k - \$4000000k)	24	Mitigate	Prepare a Funding and Grant Strategy Study.	BCA / City	4/8/2024	2-RW Sup		O ML P	O ML P
									16 - Very High (>6 months)	48					2-RW Sup		O ML P	O ML P
								40%										
Active	13	Threat	Utilities	Utility Coordination	As a result of impacts to utilities in easements, negotiations and agreements for relocation costs may occur, which would lead to this work could becoming critical path, impacting the project delivery schedule.	Utility A letters have been sent and utility companies that will be impacted have been notified.	The utility companies' relocation plans are delayed or there is disagreement about easements.	2-Low (11-30%)	2 - Low (<\$1000000k)	4	Mitigate	Once the PA/ED Phase is complete, utility coordination will be prioritized	Dewberry / City	4/8/2024				
									4 - Moderate (1-3 months)	8								
								20%										
Active	14	Threat	Right of Way	R/W Acquisition	As a result of the right-of-way impacts to Clovis Community Medical Center, delays in right-of-way acquisition may occur, which would lead to impacts on the project delivery schedule.	CCMC is aware of the project and right-of-way impacts.	CCMC decides not to sell and the right-of-way acquisitions become eminent domain.	2-Low (11-30%)	4 - Moderate (\$0k - \$0k)	8	Mitigate	Right of way activies will begin once final design starts	Dewberry / City	4/8/2024				
									4 - Moderate (1-3 months)	8								
								20%										

State Route 168 Enterprise Canal Pedestrian Overcrossing Project

Fresno County, California
06-FRE-168
EFIS 0616000055
State Clearinghouse Number: 2024061001

Initial Study with Negative Declaration



Prepared by the
State of California Department of Transportation
and City of Clovis

August 2024



General Information about This Document

AGENDA ITEM NO. 10.

What's in this Document:

Document prepared by: The California Department of Transportation (Caltrans) with assistance from Dewberry Engineers Inc.

The Initial Study with Proposed Negative Declaration circulated to the public for review and comment for 30 days between June 24, 2024 and July 24, 2024. Comments received during this period are included in Appendix B, which has been added since the draft document circulated. Elsewhere, language has been added throughout the document, if needed, to indicate where a change has been made since circulation of the draft document. Minor editorial changes and clarifications have not been so indicated.

Additional copies of this document and the related technical studies are available at the following locations: Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, Monday through Friday, from 8:00 a.m. to 5:00 p.m.; City of Clovis, Planning and Development Services Department, 1033 Fifth Street, Clovis, between 8:00 a.m. and 4:00 p.m.; Clovis Library at 1155 Fifth Street, Clovis, Monday through Thursday 9:00 a.m. to 9:00 p.m., Saturday 9:00 a.m. to 5:00 p.m. and Sunday noon to 5:00 p.m. This document may be downloaded at the following website:

<https://cityofclovis.com/planning-and-development/ceqa/>

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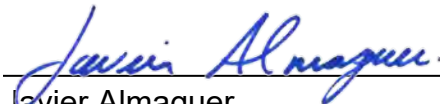
State Clearinghouse Number: 2024061001
06-FRE-168
EA 06-0U840/EFIS 0616000055

Construct a pedestrian/bicycle bridge over State Route 168, east of North
Temperance Avenue and south of Owens Mountain Parkway, from the
northern trail system near Owens Mountain Parkway south to the Clovis
Community Hospital complex

**INITIAL STUDY
with Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Clovis



Javier Almaguer
District 6 Environmental Office Chief
California Department of Transportation
CEQA Lead Agency

9/16/2024

Date



Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2024061001

District-County-Route: 06-FRE-168

EA/Project Number: EA 06-0U840/EFIS 0616000055

Project Description

The City of Clovis, in coordination with the California Department of Transportation (Caltrans), proposes to construct a bicycle/pedestrian Class 1 overcrossing (project) spanning State Route 168 east of North Temperance Avenue and south of Owens Mountain Parkway in Clovis, California. The project will extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The bridge spanning State Route 168 will be approximately 18 feet wide and 460 feet long, provide a minimum vertical clearance of 18.5 feet with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches will consist of embankment fill, retaining walls, and approach structures.

Determination

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

The project will have no effect on agricultural and forest resources, land use and planning, mineral resources, and population and housing. The project will have less than significant effects to aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, wildfire, and mandatory findings of significance.

Javier Almaguer
District 6 Environmental Office Chief
California Department of Transportation
CEQA Lead Agency

09//16/2024

Date

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Chapter 1 Project

1.1 Introduction

The City of Clovis, in coordination with the California Department of Transportation (Caltrans) District 6, proposes to construct a bicycle/pedestrian Class 1 overcrossing spanning State Route 168 (project). The project lies east of North Temperance Avenue and south of Owens Mountain Parkway in the City of Clovis in Fresno County, California (see Figures 1-1 and 1-2). The project, which includes two alignment options based on bridge type, will extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The project will meet current applicable City of Clovis, Caltrans, American Association of State Highway and Transportation Officials, and Americans with Disabilities Act standards.

1.2 Existing Conditions

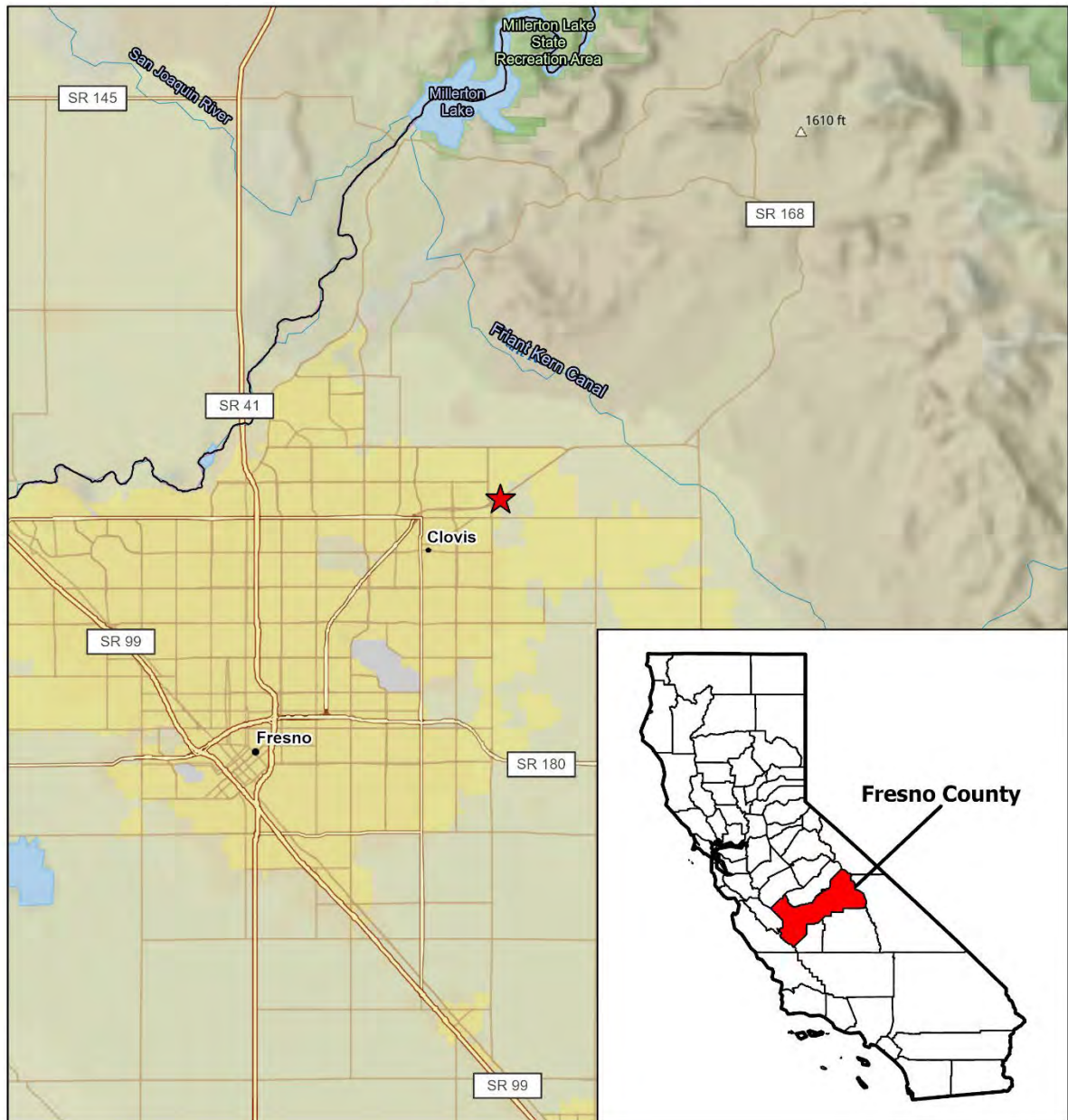
The City of Clovis limits extend along the Enterprise Canal, south of State Route 168, and along the southern edge of Tollhouse Road, south of State Route 168 and east of the Enterprise Canal. Therefore, the project site sits entirely within the City of Clovis; however, the project area extends into Fresno County (see Figure 1-2).

The project site is surrounded by a mix of commercial and residential areas to the north, commercial areas to the west, residential areas and the Clovis Community Hospital complex to the south, and residential areas to the east and southeast. The City of Clovis General Plan (General Plan) land use designations within and adjacent to the project area are as follows: Mixed Use/Business Campus (MU-BC), Office (O), and Rural Residential (RR). The Fresno County General Plan land use designation adjacent to the southeastern portion of the project area includes Rural Residential. The land use designations are shown in Figure 1-3.

The City of Clovis zoning classifications within and adjacent to the project area are as follows: Single Family Residential - 24,000 Square Feet (R-A), Single Family Residential - 18,000 Square Feet (R-1-Ah), Planned Commercial Center (P-C-C), Research and Technology Business Park (R-T), and Professional Office (C-P). The Fresno County zoning classifications adjacent to the southeastern portion of the project area include Limited Agricultural (AL20) and Rural Residential (RR). The zoning classifications are shown in Figure 1-4.

Figure 1-1 Regional Location

Regional Location



State Route (SR) 168
Enterprise Canal
Pedestrian Bridge Project
City of Clovis, CA

Figure 1-1

Author: I. Ciraulo
Last updated on Tuesday,
December 5, 2023

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Legend

-  Project Location
-  Fresno County Boundary

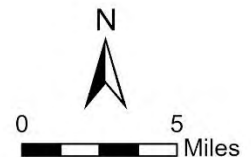
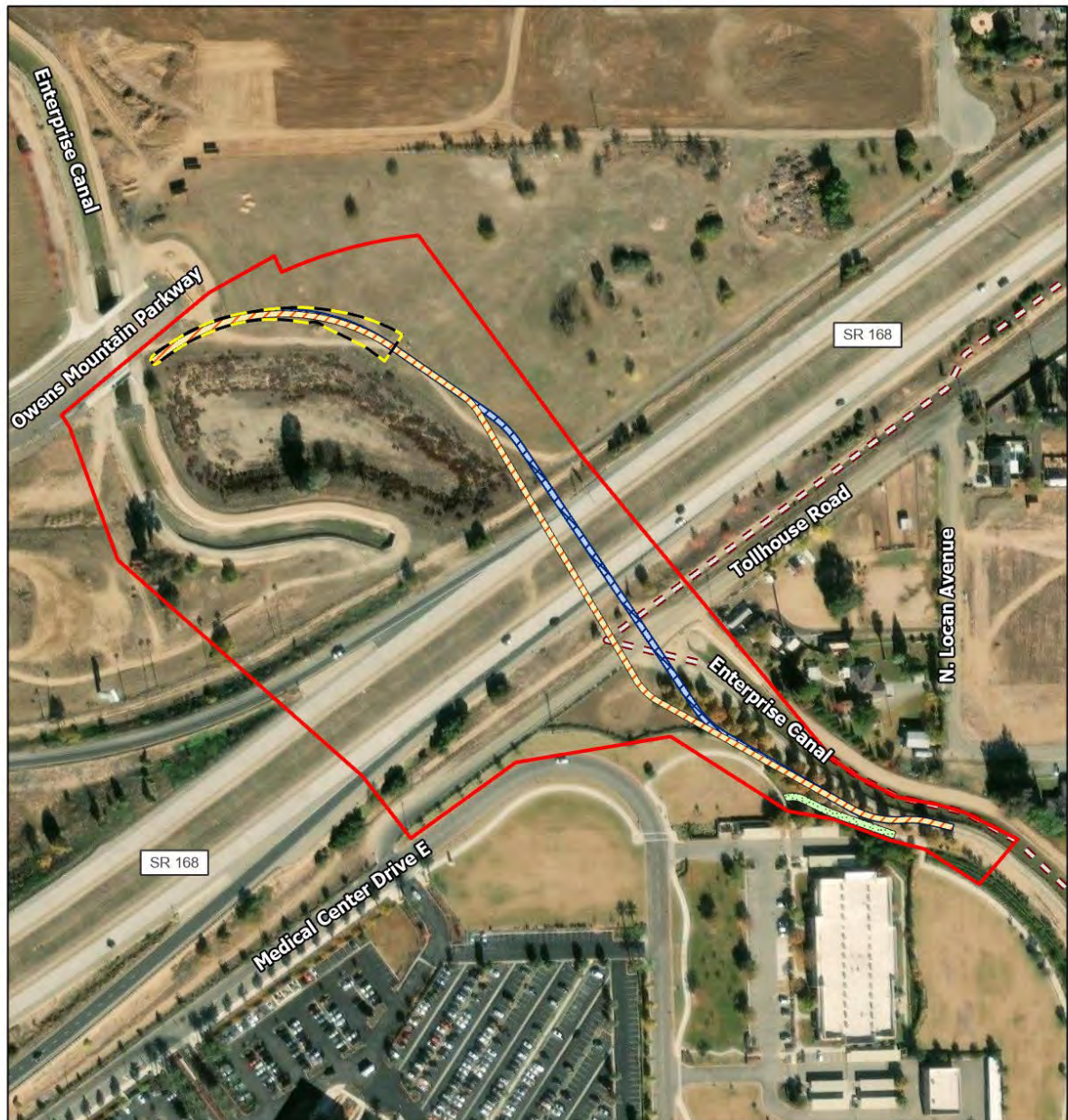


Figure 1-2 Project Location

Project Location



State Route (SR) 168
Enterprise Canal
Pedestrian Bridge Project
City of Clovis, CA

Figure 1-2

Author: J. Ciraulo
Last updated on Tuesday,
December 26, 2023

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Legend

- | | |
|----------------------|--------------------------------|
| Clovis City Boundary | Hospital Sidewalk Improvements |
| Project Area | Alignment Option 1 |
| Cut and Fill | Alignment Option 2 |

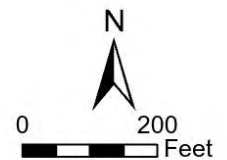


Figure 1-3 Land Use Designations

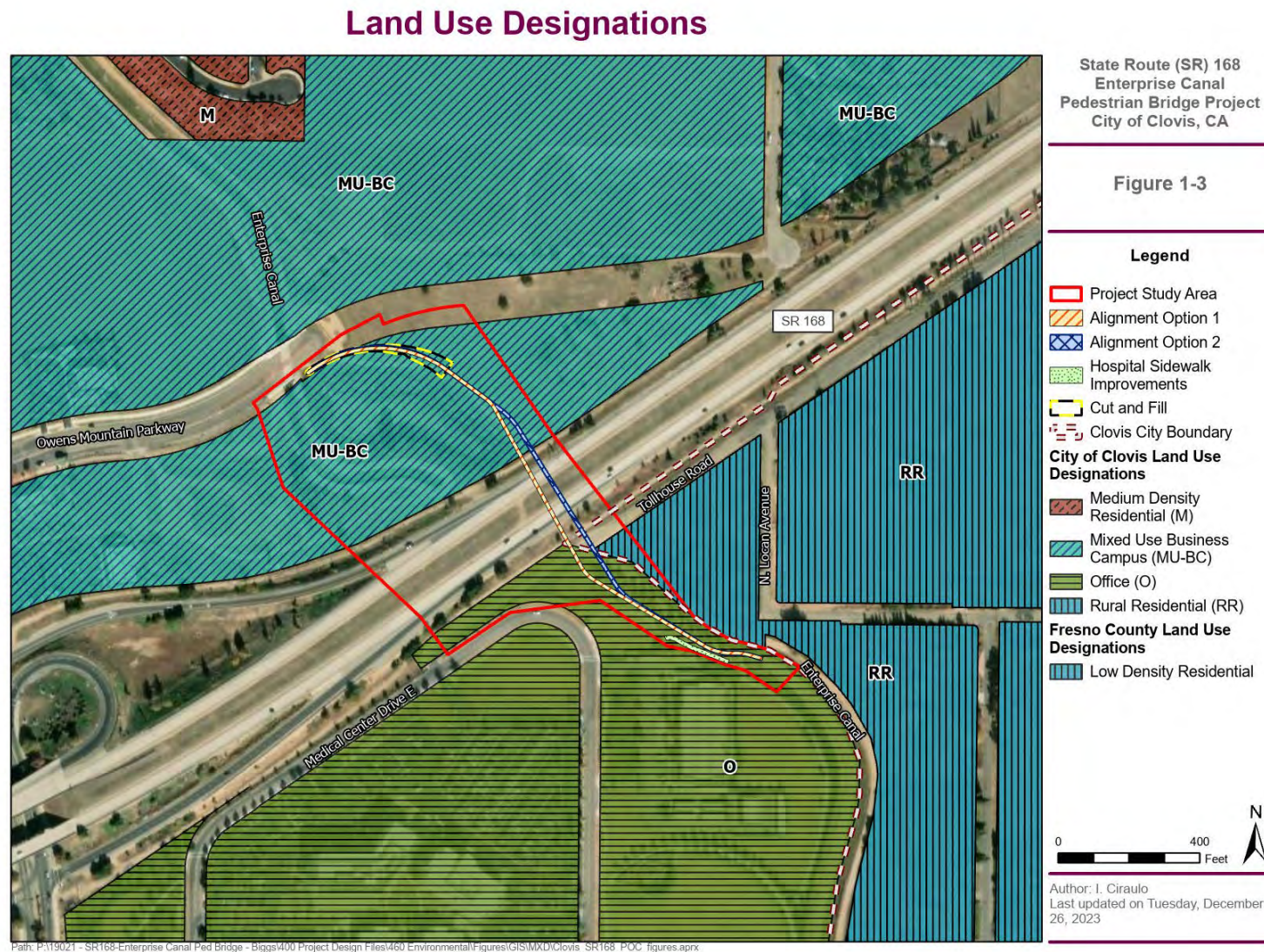
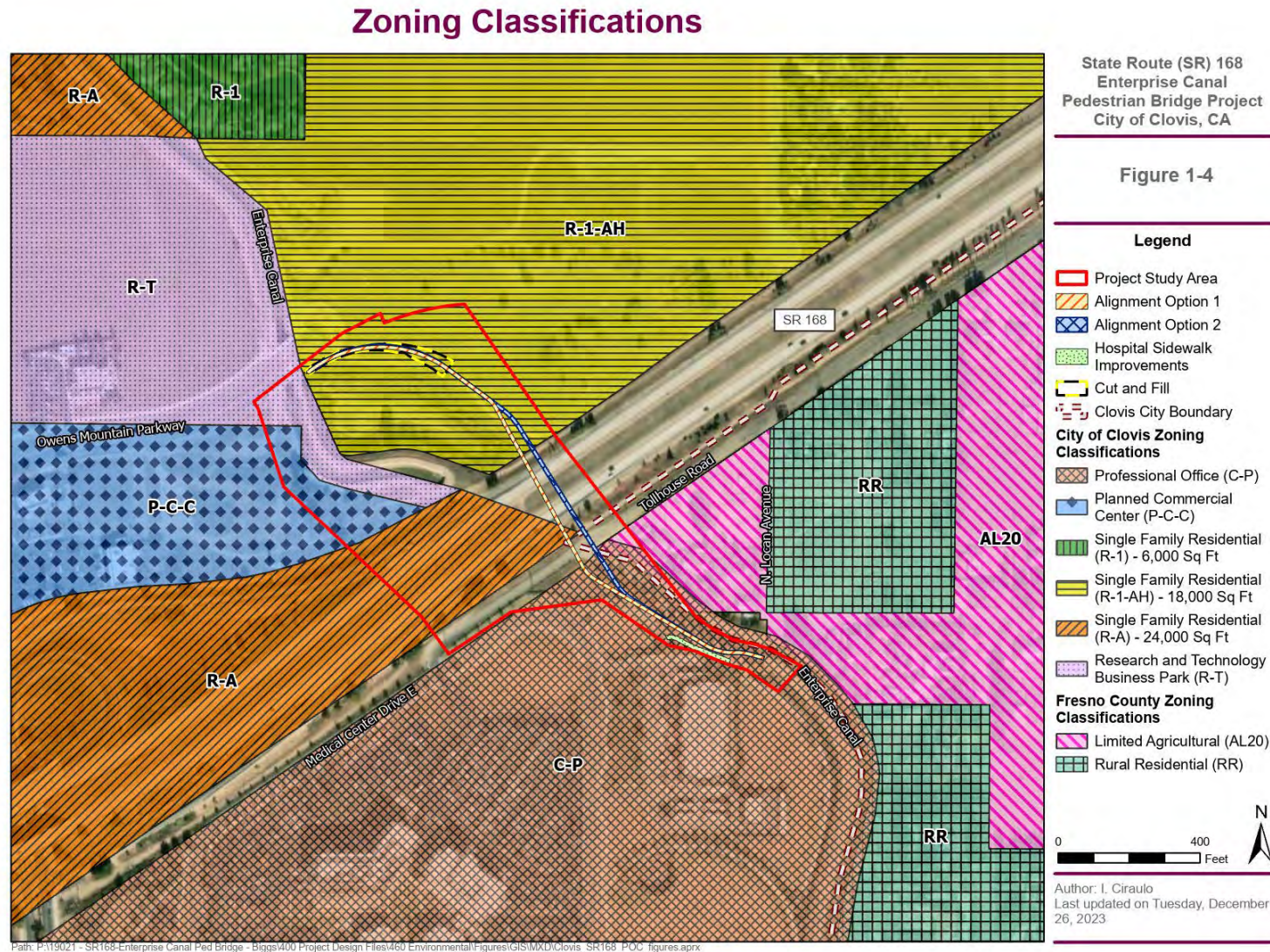


Figure 1-4 Zoning Classifications



State Route 168 bisects the project site in a generally east-west trending direction, while the Enterprise Canal bisects the project site in a generally north-south trending direction. North of State Route 168 and west of the project site, Owens Mountain Parkway ends at approximately the Enterprise Canal. The project site, north of State Route 168, is generally undeveloped. A drainage basin sits adjacent to and east of the Enterprise Canal. West of the Enterprise Canal is new commercial development. The area east of Enterprise Canal is mostly undeveloped, with residential areas north and east.

South of State Route 168, Tollhouse Road parallels State Route 168 and crosses the project site in a generally east-west direction. Medical Center Drive is just south and west of the project site. The Clovis Community Hospital complex is south of the project site. Residences sit east of the project site.

1.3 Purpose and Need

The purpose of the project is to provide bicyclists and pedestrians a safe and continuous path of travel along the Enterprise Canal Trail over State Route 168. Short term, the project extends the existing Enterprise Canal Trail at Owens Mountain Parkway over State Route 168, providing direct access to the Clovis Community Hospital complex. Long term, this connection over State Route 168 provides a critical link for all bicyclists and pedestrians using the overall Enterprise Canal Trail system, as well as access to the future Sierra Gateway Trail System leading to northeast Clovis.

1.4 Project Description

The project would provide a bicycle/pedestrian bridge spanning State Route 168 to provide direct bicyclist and pedestrian access to the Clovis Community Hospital complex. Currently, two alignment options are offered, based on three bridge type options; the project limits and conditions remain similar between the three bridge types. For a rendering of each bridge type, see Figures 2.2.1-1, 2.2.1-2, and 2.2.1-3 in Chapter 2 in the 2.2.1 Aesthetics section. The bridge will be approximately 18 feet wide and 460 feet long, providing a minimum vertical clearance of 18.5 feet, with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches may consist of embankment fill, retaining walls, and approach structures.

1.4.1 Utility Relocations

Existing utilities that conflict with project improvements and equipment will be relocated to accommodate the project design. Underground relocation for the overhead utility along Tollhouse Road may be considered.

1.4.2 Lane and Road Closures

During construction of the pedestrian overcrossing, the project will require a series of nighttime and/or weekend freeway and local roadway closures to place bridge falsework or construct the bridge deck. During these closures, one direction of traffic will be maintained on State Route 168. Temporary closures on State Route 168 will occur between the State Route 168/Owens Mountain Parkway intersection and the State Route 168/North Temperance Avenue interchange. These temporary closures of State Route 168 within the project site will require a detour onto North Temperance Avenue to East Shepherd Avenue continuing to State Route 168. Figure 1-5 shows the proposed temporary detour. If significant work is required adjacent to State Route 168 within the clear recover zone, temporary pavement will be constructed within the existing median so that two lanes in each direction can be maintained throughout the construction period.

Tollhouse Road will be closed for up to nine months for bent construction, with up to three additional nighttime closures for one week (Monday through Friday), or one weekend, for girder placement over the roadway.

One lane in the eastbound direction of Owens Mountain Parkway will be closed for three months to tie in the overcrossing's north approach to the Owens Mountain Parkway pedestrian access.

1.4.3 Clearing, Grubbing, and Tree Removals

Ground disturbances and vegetation removal will occur as a result of the project. It is anticipated that landscape trees at the Clovis Community Hospital complex will be removed and replaced.

1.4.4 New Bridge Foundations

The new abutment seat and associated foundations will involve excavations of up to 13 feet. The foundation elements will consist of cast-in-drilled-hole piles or driven piles supporting single- or multi-column bents. Temporary shoring piles may be installed to support the excavation depths. The maximum depth of excavation is expected to be up to 13 feet, with a pile depth of approximately 100 feet.

1.4.5 New Bridge Constructions

New bridge construction will involve placing falsework to support the wet concrete of the superstructure, constructing bridge formwork, placing reinforcement, and then casting the bridge superstructure. Depending on the bridge type selected, precast or steel elements may also be used. A curb with pedestrian fencing will be placed at the edge of the deck as well as along the ramp approaches to the bridge.

1.4.6 New Retaining Wall Construction

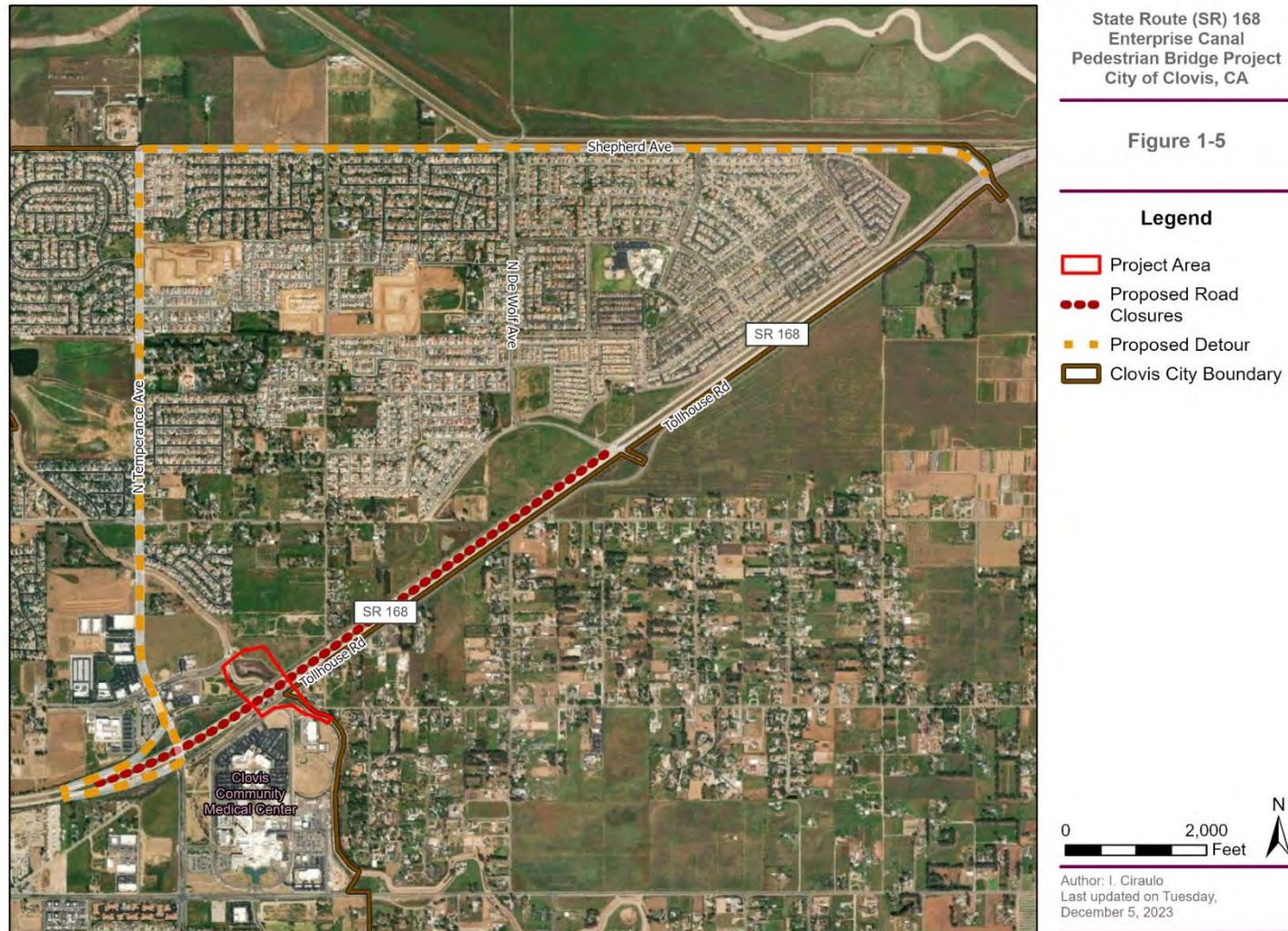
Retaining walls will be constructed at both the north and south approaches to the bridge structure. A mechanically stabilized embankment will be used to retain the approach fill.

1.4.7 New Trail Extension

Trail extension construction will require excavation, placement of aggregate base, and an asphalt surface.

Figure 1-5 Proposed Temporary Detour

Proposed Temporary Detour



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1.4.8 Construction Equipment

Table 1-1 provides a description of the type of equipment likely to be used during construction of the project.

Table 1-1 Construction Equipment

Equipment	Construction Purpose
Air compressor	Finishing work
Backhoe	Soil manipulation, drainage work
Bid-well paving machine	Concrete bridge deck finishing
Bobcat	Fill distribution
Bulldozer/Loader	Earthwork construction, clearing
Compaction equipment	Earthwork
Concrete truck and pump	Concrete placement
Crane	Placement of falsework, pile installation, concrete placement, retaining walls and embankments. Precast elements or structural steel placement.
Drill rig and truck	Pile construction for bents and retaining walls
Dump truck	Fill material delivery
Excavator	Soil manipulation
Flatbed truck	Material handling and delivery
Front-end loader	Dirt or gravel manipulation
Generators	Power hand tools
Grader/Scraper	Ground leveling
Haul truck	Earthwork construction, clearing
Hoe ram	Demolition
Holding tanks	Slurry storage and suspended solid water settling
Hydraulic hammer	Demolition, concrete removal
Impact Pile Driver/Vibratory Pile Driver	Pile installation for bents and retaining walls
Jack Hammer	Demolition, concrete removal
Paver	Asphalt concrete construction
Roller/compactor	Earthwork, concrete or asphalt construction, utility relocation
Rubber tired boom truck	Lifting
Truck with seed sprayer	Landscaping
Water truck	Earthwork construction, dust control

1.4.9 Construction Schedule

Construction of the project is anticipated to take approximately 18 to 24 months to complete. The construction period is scheduled to begin as early as spring 2026.

1.5 Identification of a Preferred Alternative

Two alternatives were under consideration for this project: Alternative 1: Build Alternative and Alternative 2: No-Build Alternative. Alternative 1: Build Alternative has been selected as the preferred alternative. The project will provide a critical link over State Route 168 for all bicyclists and pedestrians using the overall Enterprise Canal Trail system, as well as access to the future Sierra Gateway Trail System leading to northeast Clovis.

1.6 Standard Measures and Best Management Practices Included in the Project

Best management practices for air quality and greenhouse gas emissions include:

- Dust and Particulate Matter
 - Prepare and implement a Fugitive Dust Control Plan.
 - All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
 - All on-site unpaved roads/access areas and off-site unpaved access roads/areas shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
 - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions using application of water or by presoaking.
 - When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and a minimum of 6 inches of freeboard space from the top of the container shall be maintained.
 - All operations shall limit or expeditiously remove the accumulation of mud or dirt (trackout) from adjacent public streets at the end of each workday. Within urban areas, trackout shall be immediately removed when it extends 50 feet or more from the site and at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)

- o Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions using sufficient water or chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
- o Limit traffic speeds on unpaved areas to 15 miles per hour.
- Ozone and Greenhouse Gas Emissions
 - o Alternative-fueled or catalyst-equipped diesel construction equipment shall be used for the project.
 - o Idling time shall be reduced by shutting off equipment not in use or by minimizing idling time to 5 minutes maximum (required by California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485).
 - o Fossil-fueled equipment shall be replaced by electrically driven equivalents (provided they are not run via a portable generator set).
 - o Construction shall be curtailed during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways.
 - o Activity management shall be implemented (e.g., rescheduling activities to reduce short-term impacts).
 - o Following construction, all fill slopes, temporary impact areas, and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Avoidance and Minimization Measure BIO-1, Table BIO-1a.

Best management practices for hydrology and water quality include:

- Obtain and implement the National Pollutant Discharge Elimination System permit with the associated Stormwater Pollution Prevention Plan.
- Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas) will be located at least 65 feet from any potential drainages on site.
- Fuels and hazardous materials will not be stored on-site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the spring. If rains

are forecasted during construction, additional erosion and sedimentation control measures will be implemented.

- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in stormwater pollution prevention practices.
- Revegetate disturbed areas in a timely manner to control erosion.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act 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 the California Environmental Quality Act, this document may contain references to federal laws and/or regulations (the California Environmental Quality Act, 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 Services – that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

Table 1-2 provides information regarding the permits, licenses, agreements, and certifications required for the project.

Table 1-2 Permits and Approvals

Agency	Permit, License, Agreement, or Certification	Status
Caltrans	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
Central Valley Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permit – Construction General Permit	Notice of Intent filed upon construction contract award
City of Clovis	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
City of Clovis	Tree Removal Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
Fresno County	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion.

Chapter 2 CEQA Evaluation

2.1 Determining Significance under CEQA

The project is subject to federal as well as City of Clovis and state environmental review requirements because the City of Clovis proposes the use of federal funds from the Federal Highway Administration and/or the project requires an approval from the Federal Highway Administration. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act, as discussed in Section 1.7, above.

The California Environmental Quality Act requires the lead agency (for this project, the lead agency is Caltrans) to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. Each and every significant effect on the environment must be disclosed in the environmental document and mitigated if feasible. If the project has a significant effect on any environmental resource after mitigation, then an Environmental Impact Report must be prepared. This chapter discusses the effects of the project and provides avoidance and minimization measures, where additional clarification on standard practices is beneficial to the understanding of the project.

2.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the 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 project as well as the appropriate technical report and no further discussion is included in this document.

2.2.1 Aesthetics

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018, the Environmental Scoping Memorandum dated October 2019, and Figures 2.2.1-1, 2.2.1-2, and 2.2.1-3 showing the three bridge types (following the checklist answers), the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

Affected Environment

The hills near the State Route 168/Tollhouse Road interchange are identified as “landscape features” in the City of Clovis General Plan. In addition, the City of Clovis’ greatest natural resource, although outside City of Clovis boundaries, is commonly considered to be the Sierra Nevada, with the foothills beginning east of the City of Clovis limits. The views of these mountains and foothills are visible from the project site on clear days, and the relatively flat topography along State Route 168 allows more direct views.

The major roadways, used by both residents of the City of Clovis and regional commuters, within and adjacent to the project area include State Route 168, North Temperance Avenue, Owens Mountain Parkway, and Tollhouse Road. No officially designated State Scenic Highways or National Scenic Byways are located within the project vicinity. State Route 168 is identified as an eligible State Scenic Highway within the project boundaries; however, it is not officially designated within or adjacent to the project. The nearest designated State Scenic Highway is State Route 65 (beginning near Minkler and extending to the General Grant Grove section of Kings Canyon National Park), approximately 14 miles southeast of the project. The nearest National Scenic Byway is Tioga Road/Big Oak Flat Road, approximately 103 miles north of the project site.

Figure 2.2.1-1 Alignment Option 1, Design Option 1 - Twin Tied Arch Bridge

Alignment Option 1, Design Option 1 - Twin Tied Arch Bridge



**State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-1**

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Figure 2.2.1-2 Alignment Option 1, Design Option 2 - Twin Tower Cable-Stayed Bridge

Alignment Option 1, Design Option 2 - Twin Tower Cable-Stayed Bridge



**State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-2**

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Figure 2.2.1-3 Alignment Option 2, Design Option 3 – Concrete Box Girder Bridge

Alignment Option 2, Design Option 3 - Concrete Box Girder Bridge



**State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-3**

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Sensitive viewing receptors in the vicinity of the project include roadway users, pedestrians, the residences along North Locan Avenue and Goshen Avenue, employees and customers at the commercial areas along Owens Mountain Parkway, and employees and patients at the Clovis Community Hospital complex. Views from the roadways in the project area contain commercial, residential, open space, and the Clovis Community Hospital complex in the middle and foreground, with generally unobstructed views of the foothills and mountains in the background.

Environmental Consequences (Questions a, c, and d in the table)

Construction activities will temporarily affect the visual environment surrounding the project site because construction equipment can block views of the foothills and the valley. However, construction equipment will be removed from the area upon construction completion.

During nighttime work, lighting required for construction will be directed at the area of construction and not the adjacent roadways. One side of State Route 168 will be closed at a time for construction. Therefore, the users of State Route 168 on the other side of the median will experience an increase in light in the area; however, it will not pose a danger to nighttime driving activities. Nighttime construction lighting will be short term (one week [Monday through Friday] of nights, or one weekend).

The project is identified in the City of Clovis General Plan and will be implemented in accordance with the City of Clovis and state regulations and guidelines. In addition, construction activities will comply with federal, state, and local rules and regulations regarding construction and visual resources. Therefore, the project construction activities will not conflict with applicable zoning and other regulations governing scenic quality. Therefore, construction impacts from the project will be less than significant with respect to light and glare.

Upon construction completion, construction staging areas will be restored to conditions similar to existing conditions and landscape trees at the Clovis Community Hospital complex will be replaced. The bridge will partially block views of the foothills for eastbound travelers and the valley for westbound travelers; however, the bridge is anticipated to act as a gateway for the City of Clovis as people enter into the City of Clovis when traveling westbound and when leaving the City of Clovis traveling eastbound on State Route 168 (see Figures 2.2.1-1 through 2.2.1-3).

The project will be made with materials that reduce glare, and the lights installed for pedestrian and bicycle safety will be directed downward and toward the pathway to reduce light pollution. In addition, cyclists riding at night, required to use bicycle headlights, will be similar to the conditions on the existing interchanges, roadways, and existing segments of the Enterprise Canal Trail system. Residents will not experience a noticeable difference in nighttime lights because the existing roadways currently have streetlights.

Drivers on adjacent roadways, and especially on State Route 168, will notice the lighting on the overcrossing, similar to other interchanges in the area. Operational impacts of the project will have a less than significant impact on aesthetics, light, and glare.

Avoidance and Minimization Measures

AES-1: During nighttime work, lighting required for construction will be directed at the area of construction and not the adjacent roadways. Nighttime construction lighting will be short term (one week [Monday through Friday] of nights, or one weekend).

AES-2: Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas, such as construction staging areas, shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix. Invasive exotic plants will be controlled to the maximum extent practicable. Landscape trees at the Clovis Community Hospital complex will be replaced.

AES-3: Materials that reduce glare will be used for the overcrossing, such as matte finishing and low reflective materials. Lighting will be directed downward and toward the pathway.

AES-4: Given that this portion of State Route 168 provides scenic, open views for the commuter, the bridge will serve as a gateway path for commuters traveling westbound, and present a visually appealing bridge along their route. The project will incorporate aesthetic elements for the bridge design that complement the surrounding natural and built landscape. These elements will be reviewed and approved by the City of Clovis and the California Department of Transportation prior to the start of construction.

2.2.2 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 Mini-Preliminary Environmental Analysis Report dated May 2018, the Environmental Scoping Memorandum dated

October 2019, the California Department of Conservation Important Farmland Map dated 2017, and the City of Clovis Williamson Act Lands Map dated 2014, the following determinations have been made:

Question – Would the project:	CEQA Determination
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 for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	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

2.2.3 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 Technical Memorandum dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant 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?	Less Than Significant Impact

Affected Environment

The project lies in the San Joaquin Valley Air Basin. The San Joaquin Valley Air Basin is bounded by the Tehachapi Mountain Range to the south, the San Joaquin Delta to the north, the Sierra Nevada Mountain Range to the east, and lower coastal mountain ranges in the west. The climate consists of hot, dry summers and cool winters.

The project site sits within the San Joaquin Valley Air Pollution Control District. Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The San Joaquin Valley Air Pollution Control District is responsible for ensuring healthy regional air quality conditions and meeting state and federal health standards to protect human health and natural ecosystems.

The federal Clean Air Act requires the U.S. Environmental Protection Agency to set National Ambient Air Quality Standards for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards are the state equivalent of the National Ambient Air Quality Standards. An air basin is in “attainment” (compliance) when the levels of the pollutant in that air basin are below National Ambient Air Quality Standards and California Ambient Air Quality Standards thresholds.

Table 2.2.3-1 provides information on the National Ambient Air Quality Standards, and Table 2.2.3-2 provides information on the California Ambient Air Quality Standards. In the tables, ppm stands for parts per million; ppb stands for parts per billion; and µg/m³ stands for micrograms per cubic meter.

Table 2.2.3-1 National Ambient Air Quality Standards

Pollutant	Standard Type	Averaging Time	Concentration Threshold	Form
Carbon monoxide (CO)	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
Carbon monoxide (CO)	Primary	1 hour	35 ppm	Not to be exceeded more than once per year
Lead (Pb)	Primary and secondary	Rolling 3-month average	0.15 µg/m ³	Not to be exceeded
Nitrogen dioxide (NO ₂)	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
Nitrogen dioxide (NO ₂)	Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O ₂)	Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter (PM) 2.5 (PM _{2.5})	Primary	1 year	12.0 µg/m ³	Annual mean, averaged over 3 years
Particulate Matter (PM) 2.5 (PM _{2.5})	Secondary	1 year	15.0 µg/m ³	Annual mean, averaged over 3 years
Particulate Matter (PM) 2.5 (PM _{2.5})	Primary and secondary	24 hours	35 µg/m ³	98th percentile, averaged over 3 years
PM ₁₀	Primary and secondary	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO ₂)	Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
Sulfur dioxide (SO ₂)	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: Dewberry, 2022.

Table 2.2.3-2 California Ambient Air Quality Standards

Pollutant	Averaging Time	Concentration Threshold
Carbon monoxide (CO)	8 hours	0.09 ppm
Carbon monoxide (CO)	1 hour	0.070 ppm
Lead (Pb)	1.5	0.15 µg/m ³
Nitrogen dioxide (NO ₂)	1 hour	0.18 ppm
Nitrogen dioxide (NO ₂)	Annual arithmetic mean	0.030 ppm
Ozone (O ₂)	8 hours	0.09 ppm
Ozone (O ₂)	1 hour	0.070 ppm
Particulate Matter _{2.5} (PM _{2.5})	Annual arithmetic mean	12.0 µg/m ³
PM ₁₀	24 hours	50 µg/m ³
PM ₁₀	Annual arithmetic mean	20 µg/m ³
Sulfur dioxide (SO ₂)	1 hour	0.25 ppm
Sulfur dioxide (SO ₂)	24 hours	0.04 ppm
Visibility-reducing particles	9 hours	Extinction of 0.23 per kilometer
Sulfates	24 hours	25 µg/m ³
Hydrogen sulfide	1 hour	0.03 ppm
Vinyl chloride	24 hours	0.01 ppm

Source: Dewberry, 2022.

The project site is in an area that is currently in federal non-attainment for ozone (8-hour) and particulate matter 2.5 microns or less in diameter (PM_{2.5}). The site is also in an area that is currently in state non-attainment for ozone, PM_{2.5}, and PM₁₀. As shown in Table 2.2.3-3, the San Joaquin Valley Air Pollution Control District has prepared the following plans to address regional non-attainment of criteria pollutant standards.

Table 2.2.3-3 San Joaquin Valley Air Pollution Control District Plans

Plan Title	Applicable Standard
2005 CO Re-designation Request and Maintenance Plan	8-Hour CO NAAQS (1971)
2007 PM ₁₀ Maintenance Plan	24-Hour PM ₁₀ NAAQS (2006)
2012 PM _{2.5} Plan	24-Hour PM _{2.5} NAAQS (2006)
2013 Plan for the Revoked 1-Hour Ozone Standard	1-Hour O ₃ NAAQS (Revoked 2005)
2015 Plan for the 1997 PM _{2.5} Standard	24-Hour and Annual PM _{2.5} NAAQS (1997)
2016 Ozone Plan for the 2008 8-Hour Ozone Standard	8-Hour O ₃ NAAQS (2008)
2016 Moderate Area Plan for the 2012 PM _{2.5} Standard	24-Hour and Annual PM _{2.5} NAAQS (2012)

Source: Dewberry, 2022.

Sensitive Receptors

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be

aggravated by exposure to diesel particulate matter. Sensitive receptors within close proximity of the project include the following:

- Medical offices (Clovis Community Hospital complex), the closest building is approximately 65 feet southwest of the project study area.
- Single-family homes, the closest of which is on Locan Avenue and is approximately 60 feet southeast of the project study area.
- Pre-School/Daycare facility (Kids Kare Owens Ranch) on Owens Mountain Parkway, west of Enterprise Canal, approximately 430 feet northwest of the project study area.

Environmental Consequences (Questions a, b, c, and d in the table)

The main source of air pollution for the project will occur as a result of construction activities and construction-related vehicle emissions. The project is in an area of federal non-attainment for ozone and PM_{2.5}, and state non-attainment for ozone, PM_{2.5}, and PM₁₀. Under guidance from the City of Clovis and Caltrans, construction emissions were estimated using the Road Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District, which is the accepted model for roadway projects throughout California. For the purpose of this analysis, it was assumed that construction will last 21 months for modeling purposes, the total project area will be a total of 8 acres, and the maximum area disturbed per day will be 8 acres. It was also assumed that all on-road equipment used for the project will be year 2010 or newer models, and all construction equipment will meet California Air Resources Board Tier 4 requirements for off-road equipment. Estimated criteria air pollutant emissions generated by the project's construction and the applicable San Joaquin Valley Air Pollution Control District emissions thresholds are provided in Table 2.2.3-4. The project will not exceed the San Joaquin Valley Air Pollution Control District thresholds for emissions during construction. In addition, construction activities will be temporary, lasting approximately 21 months, and will cease upon construction completion.

Table 2.2.3-4 Construction Emissions Predictions Summary

Pollutants	Project Construction Emissions: Tons Per Construction Period	Project Construction Emissions: Tons Per Year	San Joaquin Valley Air Pollution Control District Significance Thresholds (Tons Per Year)
NO _x	2.65	1.51	10
ROG	1.02	0.58	10
PM ₁₀	15.86	9.06	15
PM _{2.5}	3.38	1.93	15
CO	19.70	11.26	100
SO _x	0.04	0.02	27

Source: Dewberry, 2022.

In Table 2.2.3-4, the conversions are based on 1 ton per 21 months equals 0.047 tons per month, which equals 0.57 tons per year. Emissions are rounded to the nearest hundredth.

The best management practices listed in Section 1.6 will be implemented to further minimize construction emissions. The sensitive receptors in the vicinity of the project site will experience a brief exposure period, no more than 24 months. This exposure period is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and the three-year exposure period assumed for PM10 and carbon dioxide hotspot analysis.

The project will comply with the San Joaquin Valley Air Pollution Control District's rules and regulations and will implement construction best management practices, as described in Section 1.6. This will minimize construction-related emissions, which will not exceed the San Joaquin Valley Air Pollution Control District's thresholds as shown in Table 2.2.3-4. Therefore, the project will not conflict with or obstruct implementation of a City of Clovis, County, or San Joaquin Valley Air Pollution Control District air quality management plan, nor state goals and regulations. This impact is considered less than significant.

Project-related odor emissions will be mostly limited to the construction period. Odors will be generated from vehicles and/or equipment exhaust emissions during construction, and may be unpleasant in the immediately surrounding areas. Such odors will be temporary and will cease at the end of each workday (equipment exhaust), or upon completion of a construction phase (paving). Therefore, odors will not affect a substantial number of people for an extended period of time.

Operations of the project will not increase automobile capacity or create other permanent new sources of emissions. The project will encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City of Clovis. Therefore, the project's operations will not conflict with or obstruct implementation of an applicable air quality plan, will not exceed air quality emissions thresholds, will not create a permanent increase in air pollutant emissions for sensitive receptors, or create any additional long-term air quality emissions or odors beyond what currently exists from the existing Enterprise Canal Trail, roadways, and land uses in the project vicinity. Impacts will be less than significant.

2.2.4 Biological Resources

Considering the information in the Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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?	No 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?	Less Than Significant 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

Affected Environment

The biological study area is heavily disturbed and consists mostly of ruderal grassland, but also includes a small portion of pasture in the north, the State Route 168 corridor, and the Enterprise Canal; no natural communities are present. Aquatic features in the biological study area are limited to the Enterprise Canal, which flows northwesterly and is mostly concrete lined within the biological study area. The topography of the project site is relatively flat, sloping gently east to west and ranging from 390 to 395 feet above mean sea level.

Surveys and Record Searches

A general biological survey of the biological study area was conducted on foot by a certified biologist in September 2016. The naturally occurring vegetation in the biological study area was classified according to the California Native Plant Society's *A Manual of California Vegetation, Second Edition*. Dewberry conducted a site visit on November 2, 2022, to survey the revised biological study area.

Species lists were obtained from the U.S. Fish and Wildlife Service Information for Planning and Consultation website, the California Natural Diversity Database, and the California Native Plant Society Online Inventory.

Habitat Types

While no natural communities occur within the biological study area, other habitat types not considered natural include ruderal grassland, open water, pasture, and developed. Habitat types in the biological study area are summarized in Table 2.2.4-1.

Table 2.2.4-1 Natural Communities and Other Habitat Types in the Biological Study Area

Habitat Types	Acres
Natural Communities—None	0
Other Habitat Types—Ruderal Grassland	7.07
Other Habitat Types—Open Water (Enterprise Canal)	0.75
Other Habitat Types—Pasture	1.27
Other Habitat Types—Developed	5.02
Total of All Habitat Types	14.11

Source: LSA Associates, 2017.

Ruderal Grassland

The ruderal grassland community is likely a former natural community that has been subject to regular disturbance and now has a large component of ruderal (weedy) species. The vegetation that grows in these areas are plant species that are able to quickly colonize and can grow in poor soil and in soil that is often disturbed. In the biological study area, ruderal grassland totals 7.07 acres and occurs north of State Route 168 and in the median. Dominant plant species include wild oats (*Avena fatua*), field mustard (*Brassica rapa*), and San Joaquin tarweed (*Holocarpha obconica*). Also present are Russian thistle (*Salsola tragus*), curly dock (*Rumex crispus*), Italian ryegrass (*Festuca perennis*), foxtail barley (*Hordeum murinum leporidum*), ripgut brome (*Bromus diandrus*), and soft chess brome (*Bromus hordeaceus*).

The ruderal grassland community provides marginally suitable burrow and foraging habitat for the western burrowing owl (*Athene cunicularia*), suitable foraging habitat for the Swainson's hawk (*Buteo swainsoni*), and suitable nesting and foraging habitat for the California horned lark (*Eremiphila alpestrisactia*).

Open Water

The open water community within the biological study area consists of the Enterprise Canal. While open water is normally considered a natural community, the Enterprise Canal is an agricultural irrigation canal that functions and operates under strict management. Open water totals 0.75 acre within the biological study area.

Pasture

Pastureland, totaling 1.27 acres, is at the north end of the biological study area. The dominant plants in the community are wild oats, ripgut brome, and soft chess.

Developed Areas

The developed areas in the biological study area, totaling 5.02 acres, consist mainly of State Route 168 and the Enterprise Canal levees. A section of the Clovis Community Hospital complex is also present in the south end of the biological study area.

Plant and Wildlife Species

Plant Species

No state or federally listed, or proposed for listing, plant species occur in the biological study area. Many non-native species have been part of the California landscape for the past 150 years. The biological study area supports noxious weed species, including slender wild oats, ripgut brome, soft chess brome, yellow star thistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arvensis*), Mediterranean mustard (*Hirschfeldia incana*), Italian ryegrass, Russian thistle, rose clover (*Trifolium hirtum*), and rattail fescue (*Vulpia myuros*). While most of these species are moderately invasive, one seriously invasive species—yellow star thistle—was found in the biological study area.

Wildlife Species

Three special-status wildlife species have the potential to occur within the biological study area: western burrowing owl, Swainson's hawk, and California horned lark.

Mammals observed during the September 2016 survey include the California ground squirrel (*Otospermophilus beecheyi*) and cottontail rabbit (*Sylvilagus* sp.). Other common species likely to occur in the biological study area are the coyote (*Canis latrans*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and opossum (*Didelphis virginiana*). No additional species were observed in 2022.

Bird species observed during the September 2016 survey include the mourning dove (*Zenaida macroura*), western scrub jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), and barn swallow (*Hirundo rustica*). These species were either observed overhead or within trees directly in or adjacent to the biological study area. Other common bird species expected to occur in the biological study area are the red-shouldered hawk (*Buteo lineatus*), band-tailed pigeon (*Columba fasciata*), western bluebird (*Sialia mexicana*), European starling (*Sturnus vulgaris*), rock pigeon (*Columba livia*), American robin (*Turdus migratorius*), wild turkey (*Meleagris gallopavo*), and northern mockingbird (*Mimus polyglottos*). Several ground squirrel burrows of suitable size, piles of dirt, and debris were observed in the

ruderal grassland but no sign of western burrowing owl presence (such as whitewash, prey remains, etc.) was observed. No additional species were observed in 2022.

No amphibians or reptiles were observed during the September 2016 survey. Amphibian species likely to occur in the biological study area are the Pacific tree frog (*Pseudacris regilla*) and California toad (*Anaxyrus boreas halophilus*). Reptile species likely to occur in the biological study area are the western terrestrial garter snake (*Thamnophis elegans elegans*), western rattlesnake (*Crotalus oreganus*), common gopher snake (*Pituophis catenifer*), and western fence lizard (*Sceloporus occidentalis*). No additional species were observed in 2022.

Migration Corridor

Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (such as streams in urban settings) or may provide critical connections between regionally significant habitats (such as deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

The Enterprise Canal provides a minimally suitable migration corridor for wildlife. The canal levees provide a corridor for wildlife; however, the lack of vegetation, along with the State Route 168 crossing, reduces the likelihood of wildlife using the levees.

Aquatic Resources

The Enterprise Canal, totaling 0.75 acre, is the only aquatic feature within the biological study area. The Enterprise Canal flows northwesterly and is mostly concrete lined in the biological study area. The sections that are not concrete lined have mostly unvegetated, steep banks that appear to be maintained regularly via herbicide treatment. The section of the Enterprise Canal in the biological study area is a potential waters of the State or United States; however, it does not support wetlands.

Two other potential aquatic features—a Caltrans detention basin and roadside swales along State Route 168—were also evaluated; however, they were both determined not to support wetlands nor have a discernable ordinary high water mark. Therefore, they are not considered aquatic features for the purposes of the project.

Environmental Consequences (Questions a and d in table)

No state or federally listed or proposed plant species occur in the biological study area; therefore, no impacts will occur as a result of implementing the project. The project has the potential to affect three special-status wildlife species: western burrowing owl, Swainson's hawk, and California horned lark.

The ruderal grassland community provides marginally suitable burrow and foraging habitat for western burrowing owls, suitable foraging habitat for the Swainson's hawk, and suitable nesting and foraging habitat for the California horned lark. Several ground squirrel burrows of suitable size, piles of dirt, and debris were observed in the ruderal grassland; however, no signs of western burrowing owl presence (such as whitewash, prey remains, etc.) were observed. No additional species were observed in 2022. Impacts are considered less than significant. The project will implement standard best management practices for species, such as preconstruction surveys.

Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in "take," which is prohibited under the Migratory Bird Treaty Act and Section 3513 of the California Fish and Game Code. The Fish and Game Code (Section 3503) also prohibits take or destruction of bird nests or eggs. Trees and shrubs in and adjacent to the project area could provide nesting or resting areas for migratory birds. The project will implement standard best management practices for migratory birds, such as preconstruction surveys. Impacts are considered less than significant.

During construction, the noise of the construction equipment could potentially deter wildlife from using the area, especially the Enterprise Canal and levees, for movement. However, construction activities will be temporary and activity will cease upon completion. Upon construction completion, the project will not change the use of the existing canal levees north and south of State Route 168, nor will it change the migration barrier that currently exists. Impacts are considered less than significant in this regard.

Avoidance and Minimization Measures

BIO-1: The following measures shall be implemented to reduce potential impacts to western burrowing owls:

- Preconstruction surveys for the western burrowing owl shall be conducted by a qualified biologist in accordance with California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation.
- If no burrowing owls are detected during the preconstruction survey, no further action is required.
- If burrowing owls are identified during the preconstruction survey, passive exclusion shall be implemented per California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation (including

avoidance of occupied burrows during the breeding season from February 1 to August 31).

- Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Table BIO-1a. Invasive exotic plants will be controlled to the maximum extent practicable.

Table BIO-1a. Native Species Seed Mix

Scientific Name	Common Name	Rate (Pounds Per Acre)	Minimum Percent Germination
<i>Artemisia douglasiana</i>	Mugwort	2.0	50
<i>Bromus carinatus</i>	California brome	5.0	85
<i>Elymus trachycaulus</i>	Slender wheatgrass	2.0	60
<i>Elymus X triticum</i>	Regreen	10.0	80
<i>Eschscholzia californica</i>	California poppy	2.0	70
<i>Hordeum brachyantherum</i>	California barley	2.0	80
<i>Lupinus bicolor</i>	Bicolored lupine	4.0	80

Source: LSA Associates, 2017.

BIO-2: The following measures shall be implemented to reduce potential impacts to the Swainson's hawk:

- If work begins between February 1 and August 31, preconstruction surveys for Swainson's hawks shall be conducted by a qualified biologist in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley.
- If nesting Swainson's hawks are found within the survey area, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. The California Department of Fish and Wildlife shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities. The California Department of Fish and Wildlife shall also be consulted to establish protection measures such as buffers. Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on-site during the start of construction activities during the nesting season to monitor nesting activity. The monitor shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.
- Worker environmental awareness training will be conducted by a qualified biologist for all construction personnel. This training instructs workers to recognize Swainson's hawks and their habitat(s).

- Brightly colored Environmentally Sensitive Area fencing (high-visibility fencing) shall be placed along the limits of work to prevent unnecessary encroachment into adjacent areas. Fencing shall be maintained in good condition, inspected weekly, for the duration of construction activities.
- Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Table BIO-1a. Invasive exotic plants will be controlled to the maximum extent practicable.

BIO-3: The following measures shall be implemented to reduce potential impacts to the California horned lark:

- If construction begins during the nesting season (February 1 to August 31), a survey for nesting California horned larks shall be conducted within the biological study area by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction.
- If nesting California horned larks are found within 100 feet of the project footprint during the survey, an initial setback of 100 feet from nesting areas shall be established and protected with Environmentally Sensitive Area fencing (high-visibility fencing). Environmentally Sensitive Area fencing shall be maintained, and inspected weekly, during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.
- A qualified biologist shall evaluate the potential for the work to disturb nesting activities considering the 100-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest, the distance of the nest to the work limits, the line of sight between the nest and the work limits, and the description of the work.
- If the qualified biologist determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest shall be halted until the biologist can establish an appropriate setback.
- Worker environmental awareness training shall be conducted by a qualified biologist for all construction personnel. The training shall instruct workers about the purpose of Environmentally Sensitive Area fencing (high-visibility fencing) and the resources being protected.

BIO-4: The following seasonal work restrictions will be implemented during construction to minimize the potential take of nesting birds:

- If work must begin during the nesting season (February 1 to August 31), a qualified biologist shall survey all suitable nesting habitat in the biological study area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the biological study area, and line of sight between the nest and the biological study area.
- The California Department of Fish and Wildlife shall be contacted if it is determined the project will adversely affect nesting activities.
- If nesting birds are found, a qualified biologist shall be on-site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.

2.2.5 Cultural Resources

Considering the information in the Historic Property Survey Report and associated Archaeological Survey Report, dated July 2017, and Supplemental Historic Property Survey Report, Supplemental Archaeological Survey Report and the Finding of No Adverse Effect, dated June 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

Affected Environment

“Cultural resource” is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including the California Environmental Quality Act and National Historic Preservation Act of 1966. Cultural resources that are listed on, or eligible for inclusion in, the National Register of Historic Places are also considered eligible for listing in the California Register of Historical Resources.

Record Searches

A literature search conducted by staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Inventory System was completed on October 26, 2016. A second literature search was conducted by the staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Inventory System in October 2022. The record search area encompassed the project area of potential effects and a 1/4-mile radius buffer (study area). The results of the record searches identified six cultural resources within the record search radius. In addition, the Southern San Joaquin Valley Information Center identified a segment of the C.Todd Clark Residence (P-10-5017), C.Todd Clark Farm Complex (P-10-5820) and Enterprise Canal (P-10-5934), as within the area of potential effects.

Pedestrian Surveys

A pedestrian (walk on foot) survey of the project area was conducted on November 13, 2016 for all undeveloped ground surface areas within the original area of potential effects boundaries. No archaeological resources, historic or prehistoric, were observed during the survey.

A second pedestrian survey was conducted on November 20, 2022 within the revised area of potential effects boundaries. During the survey, all areas that were not paved were surveyed in 5-meter-wide transects for cultural constituents. Constraints to the survey included urban hardscape and safety considerations given the proximity of the highway. No cultural constituents were encountered during the survey. No human or faunal remains, no prehistoric or historic artifacts (50 years or older), and no midden soils suggestive of human occupation were encountered.

A third pedestrian survey, focused on the built environment, was conducted on May 3, 2023. One historical resource—the Enterprise Canal—is within the area of potential effects and is assumed eligible for the purposes of this project with the Cultural Study Office concurrence.

Environment and Landscape

The landscape of the project area is characterized as a broad, low-relief alluvial plain, with an elevation of 345 feet above mean sea level, gradually declining northward to approximately 108 feet near the point at which Fresno, Madera, and Merced counties all meet. Wide and low-gradient alluvial fans form a piedmont zone at the eastern side of the valley where it borders the Sierra Nevada Mountains. To the west, alluvial fans originating in the Coast Range are in comparison short and steep. The two sets of fans cause the San Joaquin River to flow in an offset course to the west, as the waters are directed away from the valley's center by the Sierra Nevada alluvial deposits.

Geologic mapping shows the entire project area of potential effects within the middle Pleistocene Riverbank Formation, which is estimated to be between

130,000 and 450,000 years old. Sediments consist of older and younger gravels from Riverbank depositions, in addition to alluvial silts that grade upward. The unit is capped by sands having a cobble conglomerate at the top. There are three members of the Riverbank Formation, but the lowest unit is not found near the area of potential effects.

Ethnography

Historically, the Yokuts people collectively inhabited the San Joaquin Valley as well as the eastern foothills of the Sierra Nevada from the Calaveras River southward to the Kern River. Ethnographers and linguists have traditionally divided Yokuts into three geographic groups, based on linguistic similarities and differences: Northern Valley, Southern Valley, and Foothill. The area of potential effects is somewhat closer to the area historically occupied by the Northern Valley Yokuts according to Kroeber, who suggested that they lived along the San Joaquin River. The territory of the northern Yokuts tribes extended southward from the Calaveras River to the upper San Joaquin River and from the crest of the Coast (Diablo) Range east to the Sierra Nevada foothills.

The Northern Valley Yokuts consisted of 11 or more tribes, each containing 300 or so people. Most members lived within a single settlement that often had the same name as the political unit. These were generally established on low rises along the major watercourses. The eastern side of the San Joaquin River was more heavily populated than the land to the west of the river, due to greater water availability. A village generally contained at least three types of structures—oval single-family dwellings made of tule, ceremonial chambers, and sweathouses.

The fundamental economy of the Yokuts was subsistence fishing, hunting, and collecting plant foods. Acorns, collected in the fall and then stored in granaries, were a staple food. During the fall and spring runs, salmon was a dietary mainstay. Wildfowl, such as geese and ducks, were also an important staple. Additional dietary plant parts included seeds, berries and tule roots. Large game included deer, elk, antelope, and black bears.

A wide variety of tools, implements, and enclosures were used by the Northern Valley Yokuts to gather, collect, and process food resources. These included bow and arrows, nets, traps, slings, and blinds for hunting land mammals and birds; also used were harpoons, hooks, and nets, as well as tule rafts. Sharpened digging sticks and woven tools (seed beaters, burden baskets, and carrying nets) were used to collect plant resources and a variety of implements (stone mortars and pestles, bedrock and portable mortars, stone knives, and bone tools) were used for processing resources. The Northern Valley Yokuts traded with neighboring groups for bows and arrows, baskets, shell ornaments and beads, obsidian, and mussels and abalone.

The San Joaquin Valley was never settled during the Spanish and Mexican periods, but influences from the coastal missions and presidios were felt

inland by the late 1700s. By 1805, Northern Valley Yokuts were transported to the San José, Santa Clara, Soledad, San Juan Bautista, and San Antonio missions that were established during the Spanish era. Later, disease and military raids claimed many lives during the Mexican period, followed by displacement during the early American Period by gold seekers and farmers.

Prehistoric Setting

Paleoindian and Lower Archaic Periods (11,500-5,550 CAL B.C.)

Few archaeological sites that predate 5,000 years ago have been discovered in the region. Near the end of the Pleistocene (approximately 9,050 cal B.C.) and during the early Middle Holocene (approximately 5,550 cal B.C.), there were periods of climate change and associated alluvial deposition throughout the central California lowlands. Recent geoarchaeological studies have verified that large segments of the Late Pleistocene landscape were removed or buried by periodic episodes of deposition or erosion during the Middle Holocene. This confirms hypotheses that Paleoindian and Lower Archaic sites were buried during the last 5,000 to 6,000 years by deposits of Holocene alluvium up to 10 meters thick along the lower stretches of the Sacramento River and San Joaquin River drainage systems.

Archaeological evidence for the Paleoindian Period is scant, composed mostly of fluted projectile points. The Lower Archaic Period is also mainly represented by isolated finds, such as at the Tulare Lake basin in the southern San Joaquin Valley. As a consequence of the natural alluvial deposition processes, only one site on the valley floor has produced cultural material dating to this period, and featured stone tools, remains of birds, fish and shellfish but no plant remains or milling tools. At two Lower Archaic Period sites in the foothills of Calaveras County, abundant handstones and milling slabs have been recovered.

Middle Archaic Period (5,550-550 CAL B.C.)

Middle Archaic Period archaeological sites are more common in the foothills, particularly in buried contexts between circa 4,050 and 2,050 cal B.C., and are relatively scarce on the valley floor due to burial by natural processes. The change in climate and rising sea levels at the start of the Middle Holocene led to the development of the extensive marshland known as the Sacramento–San Joaquin Delta.

The archaeological record indicates groups followed a seasonal foraging strategy and exploited a wide range of natural resources, including a variety of large and small mammals, fish, waterfowl, and plant resources. It is also likely that groups occupied higher elevations in the summer and shifted to lower elevations during the winter, and that residential stability along river corridors within the Central Valley increased during this period. Faunal remains recovered from Middle Archaic sites include tule elk, deer, pronghorn, and rabbits, while fish remains include salmon, sturgeon, and

smaller fishes. Seeds or acorns also formed an important part of the diet during this period, and milling implements found at sites include grinding slabs and handstones, as well as mortars and pestles.

Spears, angling hooks, composite bone hooks, and baked clay artifacts that may have been used as net or line sinkers represent the variety of fishing implements found at sites dating to this period. Other baked clay items include pipes and discoids, as well as cooking “stones.” Impressions of twined basketry, bone tools, shell beads, and ground and polished charmstones have also been recovered. A variety of grave goods accompanied burials in cemetery areas, which were separate from habitation areas.

The presence during the Middle Archaic of an established trade network is indicated by a variety of exotic cultural materials, including obsidian tools, quartz crystals, and Olivella shell beads.

Upper Archaic Period (550 CAL B.C.-CAL A.D. 1100)

The Upper Archaic Period features more specialized technology, with innovations and new types of bone tools, Olivella shell beads, Halotis ornaments, charmstones, and ceremonial blades. An abundance of grinding tools (mortars and pestles) and plant remains, accompanied by a decrease in slab milling stones and handstones, indicates a shift to a greater reliance on acorns as a dietary staple during the Upper Archaic Period.

A wide variety of natural resources were exploited during this period. Subsistence strategies varied regionally, focusing on seasonally available resources suited for harvesting in bulk, such as salmon, shellfish, deer, rabbits, and acorns. Numerous large shell mounds dating to this period are located near freshwater or saltwater and indicate exploitation of aquatic resources was relatively intensive. The accumulations of cultural debris and habitation features, such as rock-lined ovens, house floors, burials, hearths, and fire-cracked rock, reflect long-term residential occupation.

In the western margins of the San Joaquin Valley, discrete cemeteries date to the Upper Archaic Period. In the southern San Joaquin Valley, villages on the shores of Buena Vista Lake were occupied year-round. Trade in marine shell beads and obsidian, among other items, continued to be important.

Emergent/Late Prehistoric Period (CAL A.D. 1100-Historic Contact)

The archaeological record in the Central Valley for the Emergent or Late Prehistoric Period documents an increase in the diversity and number of artifacts and in the number of archaeological sites. Along with an increase in sedentism (living in one place for a long time) and population that led to the development of social stratification, with an elaborate ceremonial and social organization, a number of cultural innovations shaped the Emergent Period. These include the introduction of the bow and arrow and more diverse fishing equipment (bone fish hooks, harpoons, and gorge hooks). Fishing, hunting,

and gathering plant foods continue as the emphasis of subsistence practices, including intensive harvesting of acorns and an increased focus on fishing. Hopper mortars and shaped mortars and pestles, as well as bone awls used for producing coiled baskets, are common. Locally made Cosumnes Brownware has been recovered from some sites in the lower Sacramento Valley, while pottery in the Tulare basin was obtained through trade. Baked clay balls, probably used for cooking in the absence of stone, remain common.

Ceremonial and ritual items include flanged tubular pipes and baked clay effigies representing humans and animals. Clamshell disk beads were used as currency and accompanied the development of extensive exchange networks. Mortuary practices included flexed burials, the cremation of high-status individuals, and pre-interment burning of offerings in grave pits. Overall, the cultural patterns known from historic period Native American groups inhabiting the Central Valley are reflected in the subsistence and land use patterns practiced during the Emergent Period.

Local History

Fresno County was formed in 1856 from parts of Mariposa, Merced, and Tulare counties. Fresno is Spanish for “ash tree,” and it received the name in recognition of the abundance of the shrubby local Ash, *Fraxinus dipetala*, growing along the San Joaquin River.

Beginning with the 1850s Gold Rush, timber became an important economic resource for the county. The county’s first sawmill was constructed in the foothill mining district. Placer mining camps developed along the upper Fresno and San Joaquin rivers. By the late 1870s, a stage road that passed through Fresno Flats and Coarsegold had been constructed from Madera to Yosemite Valley.

After the Southern Pacific line of the Central Pacific Railroad was completed through the county in 1872, the ability to transport lumber long distances further fueled the regional economy. To meet the demand for lumber, and to facilitate the transportation of cut trees to the railroad, a 63-mile flume was constructed. During the 1880s, residents brought irrigation, electricity, and extensive agriculture to the Fresno area. Moses Church developed the first canals, called “Church Ditches,” for irrigation. These canals allowed extensive cultivation of wheat. Francis Eisen, leader of the wine industry in Fresno County, also began the raisin industry in 1875. A.Y. Easterby and Clovis Cole (also known as the “Wheat King of the Nation”) developed extensive grain and cattle ranches. In more recent times, cotton became a major crop in Fresno and the southern San Joaquin Valley, but recent drought and lower demand have lessened cotton’s importance to the local economy. The discovery of oil in the western part of the county, near the town of Coalinga at the foot of the Coast Ranges, brought about an economic boom in the 1900s. By 1910, Coalinga Oil Field was the most productive oil field in California.

Clovis began in 1881, as a conscious effort by residents of Fresno. These people raised the sum of \$100,000 to build a freight stop along the San Joaquin Valley Railroad to bring products from the eastern part of the valley onward. Clovis became an important lumber milling center, which brought with it jobs, retail and other businesses. The town was incorporated in 1912. Clovis founder Marcus Pollasky proposed that the railroad should go through the area and was instrumental in raising funds for the Clovis rail stop. The keys to Clovis' growth were both the railroad and a 42-mile-long log flume, the Shaver Lake (or Fresno Lumber) Flume, which led down from the Sierra Nevada Mountains at Shaver Lake toward Clovis.

Project Area History

Aerial photographs going back to 1962 and historic topographic maps dating back to 1923 show the area of potential effects as rural and occupied by farms although, in recent years, surrounding areas have been developed with large roads and suburban housing tracts. The biggest recent changes to the area of potential effects were the construction of State Route 168 between 1998 and 2002, along the right-of-way formerly occupied by Tollhouse Road, the development of the Clovis Research and Technology Park at the eastern boundary of the area of potential effects around 1998, and the construction of the Clovis Community Hospital complex to the south of the area of potential effects around 1988.

Historically, the area of potential effects was occupied by a portion of the 3,200-acre ranch belonging to the Wesley Potter family. Potter, like other ranchers of the area in this period, was a shepherd and claimed the land in the 1870s. However, the nature of Potter's agricultural business changed after 1875, when the then-newly built Enterprise Canal changed hands due to a water rights lawsuit won by the Fresno Canal and Irrigation Company. The latter company leased irrigation rights to the landowners along the route of the Enterprise Canal. Access to water made it possible for Potter and others to switch from raising sheep on the dry plain to growing grain and grapes for raisins, in addition to planting fruit orchards.

In the early 1900s, Potter started leasing his property and, by 1913, had either sold his lands or deeded them to his wife and daughters. The economy of this area also changed toward the end of the nineteenth century after the construction of the Fresno Lumber Flume, whose operation required substantial manpower to clear log jams and repair the constantly leaking structure. On the north side of what is now State Route 168, an earlier cultural resources study discovered the remains of the Reverend C. Todd Clark farm complex, adjacent to the project's area of potential effects. Clark married one of Potter's daughters and moved into the home in 1920. The family farm produced a variety of fruits and raised livestock. Irrigation water for their, as well as the Potter, farm was taken from the nearby Enterprise Canal.

The Enterprise Canal is 36.5 miles long and sits within the cities of Fresno and Clovis in Fresno County. It was constructed in multiple stages beginning in the late nineteenth century to irrigate agricultural land in the northeast areas of Fresno and Clovis. The head gate is located on the Gould Canal, which is near central Fresno and is fed from the Kings River. The Enterprise Canal empties into Herndon Canal in north Fresno.

The Enterprise Canal is currently part of the Fresno Irrigation District. The earliest known parent company to construct the Enterprise Canal was the Enterprise Canal Company, which eventually sold the canal to the Fresno Canal Irrigation Company (also known as the Fresno Canal and Land Corporation), which became the Fresno Irrigation District in 1921.

Environmental Consequences (Questions a, b, and c in the table)

Substantial adverse change in the significance of a historical resource means the physical demolition, destruction, relocation, or alteration of the resource, or its immediate surroundings, such that the significance will be materially impaired. The C. Todd Clark Residence (P-10-5017) and C. Todd Clark Farm Complex (P-10-5820) were identified by the Southern San Joaquin Valley Information Center as within the area of potential effects. However, the C. Todd Clark Residence (P-10-5017) is included as part of the C. Todd Clark Farm Complex (P-10-5820), and the location for C. Todd Clark Residence (P-10-5017) is incorrectly mapped on the Southern San Joaquin Valley Information Center geographic information systems record search results map and is actually located outside of the area of potential effects; the location was verified by field observations. The C. Todd Clark Farm Complex (P-10-5820) is outside the project area of direct impact.

A segment of the Enterprise Canal (P-10-5934) is within the area of potential effects. This resource is assumed eligible for the National Register of Historic Places for the purposes of this project, so it is considered a historic resource for the purposes of the California Environmental Quality Act. The Enterprise Canal is significant because of its association with important historical events and trends, such as agriculture, of Fresno County.

The Enterprise Canal is outside of the project's area of direct impact. The project will conform to the area along the canal levee vicinity, south of State Route 168, but will avoid the canal itself. Excavation will be minimal and will not result in a physical impact to the canal. Potential impacts to the Enterprise Canal from heavy equipment use and pile driving during construction could result in physical destruction or damage to the structure through vibration. However, the construction contract will include the 2013 Transportation and Construction Vibration Guidance Manual, requiring conditions and vibrational restrictions to avoid impacts to the historic resource. Therefore, the project will not cause a substantial adverse change in the significance of a historical resource, and there will be a less than significant impact on historical resources.

No prehistoric or historic archaeological resources were observed within or adjacent to the area of potential effects during the background research or observed during the pedestrian surveys on November 13, 2016 and November 20, 2022. The area of potential effects has a low potential to encounter buried archaeological deposits during construction. Geoarchaeological research indicates that the probability of discovery of buried archaeological deposits in the underlying sediments is very low because the soils are mapped as Pleistocene and predate human arrival. Therefore, the likelihood of encountering previously undocumented buried archaeological deposits in the project site is considered low, and project impacts are considered less than significant. Nonetheless, there remains a chance that construction activities associated with the project could result in unanticipated discovery of archaeological resources; therefore, avoidance and minimization measure CUL-1 has been provided in the event of an unanticipated discovery of archaeological resources during construction.

No formal cemeteries or human remains were identified during the field investigation, and no burial sites are likely to be encountered during construction activities. Project impacts are less than significant. However, in the event of an unanticipated discovery of human remains during construction, avoidance and minimization measure CUL-1 has been provided.

Avoidance and Minimization Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register of Historic Places or California Register of Historic Resources, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines either (1) that the site is not eligible for the National Register of Historic Places or California Register of Historic Resources, or (2) that the treatment measures have been completed to its satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill 2641). The archaeologist shall notify the Fresno County Coroner (in accordance with Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented.
- If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Most Likely Descendent will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the Most Likely Descendant, the Native American Heritage Commission can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the Native American Heritage Commission or the Southern San Joaquin Valley Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (Assembly Bill 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

2.2.6 Energy

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018 and the Energy section of the Caltrans Standard Environmental Reference dated January 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Affected Environment

In 1975, the California State Legislature adopted Assembly Bill 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and California Environmental Quality Act Guidelines Appendices F and G require a

description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Both sources aim to focus on conservation of energy by ensuring projects consider the efficiency of energy use.

Energy resources include electricity, natural gas, fossil fuels, and other fuels. The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and depletion of these renewable and nonrenewable resources. The use of energy from transportation facilities in the vicinity of the project is currently caused by vehicles traveling on Tollhouse Road, Medical Center Drive, State Route 168, North Temperance Avenue, and Owens Mountain Parkway.

Pacific Gas and Electric is the main provider of electric service and natural gas in the City of Clovis. According to the California Energy Commission, the total estimated usage for both residential and non-residential uses for Fresno County was approximately 8,017 million kilowatt hours in 2020. Of the 8,017 million kilowatt hours consumed, approximately 3,101 million kilowatt hours were from residential use and approximately 4,916 million kilowatt hours were from non-residential use. The California Energy Commission does not provide approximate energy usage data for only the City of Clovis.

Environmental Consequences (Question a in table)

Temporary increases in energy use may occur during construction because traffic control and lane closures may increase travel time for the motor vehicles on nearby roadways, including the State Route 168/Owens Mountain Parkway intersection, State Route 168/North Temperance Avenue interchange, Owens Mountain Parkway, and Tollhouse Road.

Energy in the form of gasoline and diesel fuel will be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers will commute to the construction site; however, workers are anticipated to come from the City of Clovis and surrounding communities. Diesel equipment will be used during construction; however, compliance with federal, state, and local regulations (for example, limit engine idling times, require the recycling of construction debris) will reduce short-term energy demand during the project's construction. All standard best management practices to minimize energy waste will be implemented to limit idling times and require equipment to meet current standards. Construction of the project will not result in wasteful or inefficient use of energy. Therefore, impacts will be less than significant.

The project will improve connectivity of the pedestrian and bicycle network in the City of Clovis, as identified and planned for in the City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, Fresno

County Active Transportation Plan, and Fresno Council of Governments' Regional Transportation Plan/Sustainable Communities Strategy. The project will not induce changes such that the surrounding land uses will be altered beyond what is currently planned by the City of Clovis and County.

The project will not result in the increase of roadway capacity, increase in average daily travel, or increase of vehicle miles traveled. Rather, the project will provide facilities to encourage the use of alternative modes of transportation between the commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas to the south. The project's intent is to reduce average daily travel and vehicle miles traveled through conversion of these trips to bicycle or pedestrian trips for residents, visitors, commuters, and patrons of the Clovis Community Hospital complex.

Lighting will be required for the project along the path; however, the lighting will meet federal and state requirements for energy efficiency. In addition, the electricity required for the lighting will come from the existing grid and will not result in an increase in energy needs beyond what the existing electrical grid provides.

Therefore, the project will not create new energy demand from operation nor will it require the creation of new energy sources. Impacts will be less than significant.

2.2.7 Geology and Soils

Considering the information in the California Geological Survey's Geological Map of California accessed January 2023, the California Geological Survey Fault Activity Map of California accessed January 2023, University of California Museum of Paleontology collections database received January 2023, 2017 Paleontological Identification Report, Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Less Than Significant Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	
ii) Strong seismic ground shaking?	Less Than Significant Impact

Question – Would the project	CEQA Determination
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant 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 on- or off-site 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 direct or indirect risks to life or property?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

Affected Environment

Geology and Seismicity

The project is in the City of Clovis in Fresno County, within the San Joaquin Valley; the foothills of the Sierra Nevada begin east of the City of Clovis. The San Joaquin Valley is the southernmost of two valleys that make up the Great Valley geomorphic province, an alluvial plain approximately 400 miles long and 50 miles wide. The San Joaquin Valley consists of several thousand feet of marine and non-marine sedimentary rock derived from erosion of the Coast Ranges to the west and the Sierra Nevada to the east over the last 200 million years. The topography in the project area is relatively flat, sloping gently east to west and ranging from 390 to 395 feet above mean sea level. The project lies in the geological map unit Qoa. This unit includes older alluvium, lake, playa, and terrace deposits.

The potential for seismic ground shaking in California is expected. As a result, the State requires special design considerations for all structures in accordance with the seismic design provisions in the California Building Code. The City of Clovis, and therefore the project site, sits within Seismic Zone 3. According to the California Geological Survey, Seismic Zone 3 is an area that can expect to experience ground motion of low severity.

The project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone and is not on a known fault. The Clovis Fault, the nearest fault to the project area, is approximately 2 miles northeast. The Clovis Fault is not mapped as active; it is mapped as showing no recognized displacement in the Quaternary

Period, that is, within the last 1.6 million years. There are no other faults within 50 miles of the project site.

Soils

There are two types of soils present in the project site: Ramona sandy loam, 0 to 2 percent slopes; and San Joaquin loam, 0 to 3 percent slopes. Most of the project site is composed of Ramona sandy loam. This series is composed of well-drained soils that have predominantly sandy loam subsoil and are found on low alluvial terraces. This is a typically well-drained soil with subsoil that has a moderately slow permeability. Ramona sandy loam is not considered a hydric soil.

San Joaquin loam is found in the northern portions of the project site and is known to have a very slow permeability; however, the water-holding capacity is commonly low due to the small clayey horizon over the hardpan. Although a hardpan is associated with this soil type, San Joaquin loam is not considered a hydric soil.

Paleontology

Paleontological resources are the fossilized evidence of organisms preserved in the geological (rock) record. Fossils are considered non-renewable resources that are protected by federal, state, and local laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have the potential to yield significant fossiliferous deposits. The paleontological potential can initially be assessed by determining the age of surficial and underlying geologic materials associated with sediments that will be disturbed during construction of a project. As determined from geologic maps of the project area, geologic materials underlying the footprint of the project are identified as the Pleistocene Riverbank Formation. These sediments consist of an upper layer of hardpan that is underlain by a coarse-grained channel and overbank deposits. According to an evaluation conducted by the University of California Museum of Paleontology, no fossil localities were identified within a 5-mile radius of the project. Based on the 2017 Paleontological Identification Report prepared by the City of Clovis by Cogstone Resource Management, Incorporated, excavation associated with the project has low potential to encounter scientifically significant fossils.

Environmental Consequences (Questions a, b, d, and f in the table)

The project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone and is not on a known fault; therefore, fault rupture will not occur within the project site.

As mentioned above, the nearest fault, the Clovis Fault, is approximately 2 miles northeast of the project and is mapped as not active. The City of Clovis is in Seismic Zone 3, which is considered an area of relatively low severity of ground shaking. The project will bring construction workers to the site; however, it is anticipated that these workers will come from the City of Clovis

and surrounding areas. Therefore, construction of the project will not increase the number of people exposed to seismic events. Upon construction completion, the project will improve connectivity for active transportation to the north and south of State Route 168. The bridge structure spanning State Route 168 will meet current structural and geometric standards, including the current Caltrans Seismic Design Criteria and California Building Code.

Soil types present at the project site are not characteristic of moderate or severe soil erosion potential. The project will comply with federal, state, and local rules, regulations, and requirements. The project will implement best management practices pertaining to erosion control prevention. Best management practices could include the use of temporary large sediment barriers and fiber rolls to prevent the loss of topsoil. In addition, the project will develop a Stormwater Pollution Prevention Plan, as part of the National Pollutant Discharge Elimination System General Construction permit.

According to the U.S. Department of Agriculture's Web Soil Survey, both soil types present in the project site—Ramona sandy loam and San Joaquin loam—are in hydrologic soil group C. Soils in this group have moderately high runoff potential when thoroughly wet and typically have between 20 and 40 percent clay. Also, soils with moderately high to high expansion potential are located outside of City of Clovis limits, north and east of the project site in the City of Clovis' non-sphere of influence Plan Area. The project site is within the City of Clovis limits and therefore can be expected to not have moderate or high expansion potential. The project is within an area of existing roadways and buildings (residential and commercial), so it will not increase the risk of life or property beyond what already exists.

The project is within geologic unit Qoa, a Pleistocene-age geologic formation made up of older alluvium, lake, playa and terrace deposits. According to an evaluation conducted by the University of California Museum of Paleontology, no fossil localities were identified within a 5-mile radius of the project. Based on the 2017 Paleontological Identification Report prepared by the City of Clovis by Cogstone Resource Management, Incorporated, excavation associated with the project has low potential to encounter scientifically significant fossils. The project site is considered to have low sensitivity for paleontological resources, so the project will result in less than significant impacts. Nonetheless, there remains a chance that construction activities associated with the project could result in unanticipated discovery of paleontological resources; therefore, avoidance and minimization measure GEO-1 has been provided in the event of an unanticipated discovery of paleontological resources during construction.

Avoidance and Minimization Measures

GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify Caltrans, the City of Clovis Public Works Department,

and the City of Clovis Planning Department. The City of Clovis shall retain a qualified paleontologist to evaluate the resource and prepare a mitigation plan in accordance with the most recent Society of Vertebrate Paleontology guidelines. The mitigation plan will include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings, depending on the resources identified during construction. Recommendations determined by the qualified paleontologist and the City of Clovis, based on the resources identified, will be implemented before construction activities can resume in the vicinity of the paleontological discovery.

2.2.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Technical Memorandum dated November 2022, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

Human activities generate greenhouse gases consisting primarily of carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, various hydrofluorocarbons, halocarbons, and ozone. Carbon dioxide is the most abundant greenhouse gas; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated carbon dioxide that is the main driver of climate change. In the United States and in California, transportation is the largest source of greenhouse gas emissions, mostly carbon dioxide.

These greenhouse gases trap solar radiation and the Earth's own radiation, preventing it from passing through the Earth's atmosphere and into space, resulting in the "greenhouse effect." Greenhouse gases are vital to life on Earth since they help keep our planet a suitable temperature; however, increasing greenhouse gas concentrations are causing an increase in average global temperatures. In general, methane has 21 times the warming potential of carbon dioxide, and nitrous oxide has 310 times the warming potential of carbon dioxide. Carbon dioxide equivalent represents carbon dioxide plus the additional warming potential from methane and nitrous oxide. The common unit of measurement for carbon dioxide equivalent is metric tons. As the average temperature of the Earth increases, climate patterns may be affected, including changes in precipitation patterns and storm

intensity, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as intensity in low precipitation and droughts. Human-made greenhouse gas emissions occur mostly through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's main legislation for reducing greenhouse gas emissions is the California Global Warming Solutions Act (Assembly Bill 32), which set a goal for the state to reduce greenhouse gas emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board, among other state agencies, has enacted regulations to achieve these targets. In 2008, the California Air Resources Board adopted a Climate Change Scoping Plan, which contained strategies to achieve reduction of approximately 21.7 percent from the State's projected 2020 carbon dioxide equivalent emission levels under a business-as-usual scenario. In December 2022, the California Air Resources Board finalized the 2022 Scoping Plan for Achieving Carbon Neutrality, which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.

The project is within the San Joaquin Valley Air Pollution Control District boundaries. The San Joaquin Valley Air Pollution Control District has primary responsibility for compliance with the federal and state standards (listed in Tables 2.2.3-1 and 2.2.3-2, in Section 2.2.3, Air Quality) for greenhouse gas emissions. In 2008, the San Joaquin Valley Air Pollution Control District adopted its Climate Change Action Plan, which includes guidance for determining significance of greenhouse gas emissions; projects implementing any combination of best management practices, also known as best practice standards, and/or demonstrating a total 29 percent reduction in greenhouse gas emissions from business-as-usual, will be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions. Furthermore, such projects will not require quantification of project-specific greenhouse gas emissions. Projects not implementing best management practices will require quantification of project-specific greenhouse gas emissions and demonstration of at least a 29 percent reduction/mitigation in greenhouse gas emissions from business-as-usual to reach determination of a less than significant individual and cumulative impact for greenhouse gases.

The San Joaquin Valley Air Pollution Control District is currently in federal and state non-attainment for ozone. As shown in Table 2.2.3-3, the San Joaquin Valley Air Pollution Control District has prepared plans to address regional non-attainment for ozone. The City of Clovis has not adopted a qualified greenhouse gases reduction plan; however, the Fresno Council of Governments adopted its second Regional Transportation Plan/Sustainable Communities Strategy in 2018 to achieve the regional per capita passenger vehicle greenhouse gas reduction targets of Senate Bill 375. In 2019, the California Air Resources Board accepted the Fresno Council of Governments' determination that the second Regional Transportation Plan/Sustainable Communities Strategy will achieve the region's

greenhouse gas target of 10 percent per capita reduction by 2035 relative to 2005 levels when implemented.

Environmental Consequences (Questions a and b in table)

Greenhouse gas emissions impacts on non-capacity-increasing projects like the project, a bicycle/pedestrian Class 1 overcrossing spanning State Route 168, are considered less than significant under the California Environmental Quality Act because there will be no increase in operational emissions. However, construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew will produce emissions from various sources. During project construction, greenhouse gases will be emitted through the operation of construction equipment, from worker vehicles, and from supply vendor vehicles, each of which typically uses fossil-based fuels to operate.

Under guidance from the City of Clovis and Caltrans, construction emissions were estimated using the Road Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District, which is the accepted model for roadway projects throughout California. The project's construction activity will result in a maximum of 23,328 pounds of carbon dioxide equivalent emitted per day, for a total of approximately 1,955 metric tons of carbon dioxide equivalent over the 21-month construction period. The project will implement best management practices, as listed in Section 1.6, during construction activities. Therefore, equipment efficiency will be maximized during the construction phase.

The San Joaquin Valley Air Pollution Control District does not have specific thresholds for construction; however, the San Joaquin Valley Air Pollution Control District's Climate Change Action Plan states that projects implementing any combination of best management practices will be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions. In addition, the project will be consistent with local and state policies, rules, and regulations. Construction emissions will cease upon construction completion.

2.2.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated November 2016, and the Addendum to the Initial Site Assessment dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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 Determination
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?	Less Than Significant 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?	Less Than Significant 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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical 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?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

The Initial Site Assessment and Addendum Initial Site Assessment identify Recognized Environmental Conditions for the project site. Recognized Environmental Conditions are defined by the American Society for Testing Materials Practice E 1527-05 as: the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Database reports were obtained from Environmental Data Resources, Incorporated, consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the project area. Based on the results of the record review, there are no Recognized Environmental Conditions within the project site.

The project site is in a developed area, surrounded by commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas to the south of State Route 168, transportation corridors that cross the project (State Route 168 and Tollhouse Road), and the Enterprise Canal. There was no evidence of Recognized Environmental Conditions, controlled Recognized Environmental Conditions,

or historical Recognized Environmental Conditions during the site reconnaissance completed in October 2016. No new or significant Recognized Environmental Conditions materials were identified during the site reconnaissance completed in November 2022.

In November 2022, trash/debris was identified within the project area. No storage structures/pipelines were found, except for a drainage basin north of State Route 168 and a transformer on a utility pole south of State Route 168 and east of the Enterprise Canal, outside of the project site. Therefore, there is potential for polychlorinated biphenyls in the project area. Utility poles and street sign poles have treated wood, and therefore there is the potential for treated wood that contains metals and polyaromatic hydrocarbons to occur within the project area.

Because of the age of the roadways in the project vicinity, and the presence of paint striping used on the roadways, there is the potential for lead-based paint to be present. Also, areas adjacent to roadways heavily used prior to 1978 could potentially contain aurally deposited lead due to the use of leaded gasoline additive during this time. State Route 168 through Clovis was constructed in approximately 2000 to 2002; however, Tollhouse Road, which parallels State Route 168, has been in use for many years prior to the 1980s. No previous aurally deposited lead studies have been conducted for this area; therefore, lead levels are not known.

The California Occupational Safety and Health Administration requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos-Containing Materials and treated accordingly. There are no structures on the project site, and therefore Asbestos-Containing Materials are not considered to be present. In addition, the project is not within an area known for naturally occurring asbestos in the soils.

One Envirostor site is adjacent to the northeast side of the project site: the Caltrans District 6/Harry Wilmoth Construction site. However, the status of the site is listed as “Completed – Case Closed” as of 1999. There is one CA HIST CORTESE site within approximately a half-mile of the project site. Based on a review of the available data posted on the State Water Resources Control Board’s GeoTracker website, this case has been closed. There is no evidence to suggest that possible soil or groundwater contamination from the CA HIST CORTESE site may impact the project site.

The nearest airport to the project area is the Fresno Yosemite International Airport in Fresno County, approximately 11 miles southwest of the project site.

The project site is in a Local Responsibility Area, designated as a Non-Very High Fire Hazard Severity Zone.

Environmental Consequences (Questions a, b, c, and f in the table)

Construction of the project will potentially require the use of various types and quantities of hazardous materials. Although the equipment used during construction activities could contain various hazardous materials, these materials will be used in accordance with the manufacturer's specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, state, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use and handling of hazardous materials during construction activities will occur in accordance with applicable federal, state, and local laws, including the California Occupational Safety and Health Administration requirements. Implementation of construction best management practices, compliance with vehicle manufacturer's specifications, and compliance with applicable regulations will result in impacts that are less than significant.

Nonetheless, construction of the project could result in the disturbance of hazardous materials, including lead-based paint, aerially deposited lead, and Polychlorinated biphenyls and Treated Wood Waste. Therefore, avoidance and minimization measures are provided in the event of disturbance of hazardous materials for lead-based paint (HAZ-1), aerially deposited lead (HAZ-1 and HAZ-2), and Polychlorinated biphenyls and Treated Wood Waste (HAZ-1 and HAZ-3).

The project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan through the implementation of the Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan will be coordinated with the Clovis Police Department, Clovis Fire Department, Fresno County Sheriff's Department, Fresno County Fire Protection Division, California Highway Patrol, and other emergency service providers within the area. Impacts during construction will be less than significant.

Upon construction completion, the project will not be a facility that generates or emits hazardous materials upon construction completion and project impacts are considered less than significant. Operations of the project will not be used by motor vehicles that often carry hazardous material. The potential for release of hazardous materials into the environment will be similar to existing conditions, and impacts will be less than significant. In addition, implementation of the project will have no long-term impacts on an emergency response plan or emergency evacuation plan because operations on adjacent roadways will remain the same as existing conditions.

Avoidance and Minimization Measures

HAZ-1: Lead-Containing Materials. A California-licensed abatement contractor will conduct a survey for lead-containing materials prior to construction activities (including the demolition of concrete or asphalt elements). If lead-containing materials are found, the following will be required:

- Building materials associated with paint on structures and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with Standard Special Provision 14-11.13 and other federal and state regulations for hazardous waste.
- A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially deposited lead: Standard Special Provision 7-1.02 k (6)(J)(iii) – Earth Material Containing Lead.
- A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with Standard Special Provision 14-11.12.

HAZ-2: Aerially Deposited Lead and Other Heavy Metals. The following actions are recommended for handling and disposal of soils that contain an elevated level of aerially deposited lead or other heavy metals prior to ground-disturbing activities:

- A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead and other heavy metals. Representative samples of exposed shallow soils shall be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations.
- If hazardous levels of aerially deposited lead or other heavy metals are found in the soils at the project site, the following will be required:
 - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially deposited lead or other heavy metals shall be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of the State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, California Department of Fish and Wildlife permit

requirements for contaminated soil, and all requirements of the applicable Air Quality Management District and/or the Air Pollution Control District.

- o Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially deposited lead or other heavy metals shall be performed in compliance with the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils between Caltrans and the Department of Toxic Substances Control, if the project site is within the state right-of-way or Caltrans is acting as direct oversight for the project.

HAZ-3: The timber associated with utility poles with mounted transformers or containing metals and polyaromatic hydrocarbons will be removed and disposed at a Regional Water Quality Control Board-certified treated wood waste landfill.

2.2.10 Hydrology and Water Quality

Considering the information in the Federal Emergency Management Agency's National Flood Insurance Rate Maps accessed December 2022, Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant 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:	Less Than Significant Impact
(i) result in substantial erosion or siltation on-site or off-site;	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	Less Than Significant Impact
(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	Less Than Significant 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

Question – Would the project:	CEQA Determination
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

Affected Environment

The project is in the Academy hydrologic area, which is part of the larger South Valley Floor hydrologic unit of the Tulare Lake Hydrologic Region (see Figure 2.2.10-1). Within the project area, the Enterprise Canal is the only aquatic feature. A stormwater drainage basin is within the project area, adjacent to Enterprise Canal.

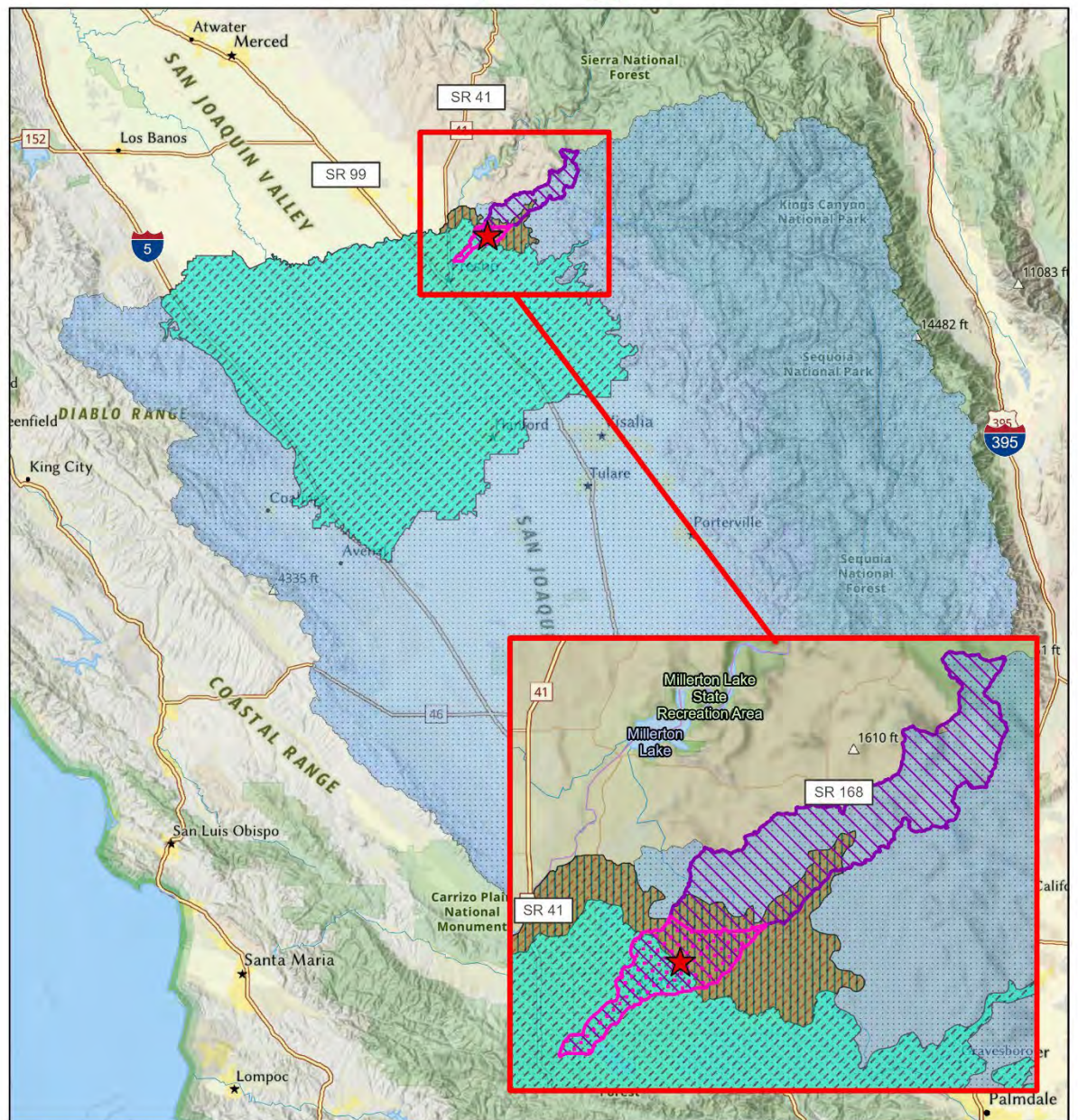
The Federal Emergency Management Agency's Flood Insurance Rate Map has the project site within Zone X (areas determined to be outside of the 100- and 500-year floodplains), and adjacent to Zone A (areas inundated by 100-year flooding, for which no Base Flood Elevations have been established). The project is not in a tsunami or seiche inundation hazard zone.

Groundwater recharge within the City of Clovis occurs both naturally and artificially. The Fresno Irrigation District provides surface water to the City of Clovis, primarily from the Kings River. The City of Clovis uses this resource to recharge groundwater, develop potable water, and directly irrigate City of Clovis parks. Wastewater recycling facilities and surface water treatment facilities also recharge the City of Clovis' groundwater supply, including the Fresno-Clovis Regional Wastewater Treatment Plant and Clovis' Surface Water Treatment Plant. The project site is not within an active groundwater recharge area.

The project site is in an urban setting, with relatively flat topography, impervious surfaces, and major roadways. Two soil types are in the project area: Ramona sandy loam, 0 to 2 percent slopes, and San Joaquin loam, 0 to 3 percent slopes. Neither of the soil units is listed as hydric or as having hydric inclusions.

Figure 2.2.10-1 Hydrology

Hydrology



State Route (SR) 168
Enterprise Canal
Pedestrian Bridge Project
City of Clovis, CA

Figure 2.2.10-1

Author: I. Ciraulo
Last updated on Tuesday,
December 26, 2023

- Legend**
- ★ Project Location
 - Lower Dry Creek Subwatershed
 - Dry Creek Watershed
 - Academy Hydrologic Area
 - South Valley Floor Hydrologic Unit
 - Tulare Lake Hydrologic Region



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Environmental Consequences (Questions a, b, c, and e in the table)

Construction activities will result in ground disturbance adjacent to the Enterprise Canal and a drainage basin that is within the northern portion of the project area, east of the Enterprise Canal and north of State Route 168. Large and heavy pieces of construction equipment could compress soils within the project area, which could lead to a reduction in soil permeability and an increase in project site runoff. Indirect impacts could result from increased sedimentation rates if fine sediment is discharged into the Enterprise Canal or drainage basin during construction. Increased sedimentation may adversely affect water quality and channel substrate composition. Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a major contributor to the degradation of water quality. The project will comply with the requirements of the National Pollutant Discharge Elimination System permit and associated Stormwater Pollution Prevention Plan prior to initiating construction activities. The best management practices listed in Section 1.6 will be implemented during project construction.

Construction activities may require the use of water for dust control or other activities. Water used during construction will be trucked to the project site, so no groundwater will be used. Construction activities will not intercept or alter groundwater recharge, discharge, or flow conditions. Water use at the project site will cease upon construction completion. Therefore, the project will not substantially decrease water supply or reduce groundwater recharge. The increase of impervious surfaces by less than 2 acres covering the length of the project will be negligible in association with groundwater recharge because the project is in an urban area with compacted and disturbed soils.

The project will not alter the course of a water body, nor will it alter the existing site drainage pattern. The project will comply with federal, state, and City of Clovis' requirements and will implement best management practices pertaining to stormwater runoff and erosion control prevention through the development of a Stormwater Pollution Prevention Plan as part of the National Pollutant Discharge Elimination System permit. Temporary construction areas will be revegetated. The project will have a less than significant impact related to stormwater runoff, erosion, or siltation on-site or off-site.

2.2.11 Land Use and Planning

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018 and the Environmental Scoping Memorandum dated October 2019, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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

2.2.12 Mineral Resources

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018 and the Environmental Scoping Memorandum dated October 2019, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a 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

2.2.13 Noise

Considering the information in the Noise Technical Memorandum dated January 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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 nautical 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

Affected Environment

Noise is defined as an unwanted sound, and therefore is a subjective reaction to characteristics of a physical phenomenon. A logarithmic scale is used to describe sound pressure level, in terms of decibels. The decibel scale alone does not adequately characterize how humans perceive noise. An “A-weighted” sound level (expressed in units of A-weighted decibels [dBA]) can be computed by weighting sound levels of individual frequency bands by the

human sensitivity to those frequencies. Table 2.2.13-1 describes typical A-weighted noise levels for different activities. It is widely accepted that, in typical noise environments, people can detect changes in sound level at 3 A-weighted decibels or greater, while changes of 1 to 2 A-weighted decibels are generally not perceived. A 5 A-weighted decibel change is generally perceived as distinctly noticeable.

Table 2.2.13-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Existing Conditions

The immediate vicinity of the project consists of a mix of commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas south of State Route 168. Currently, the Enterprise Canal Trail runs along the Enterprise Canal; however, State Route 168 and Tollhouse Road cause a break in the trail. The existing noise environment in the project area is dominated by roadway noise from State

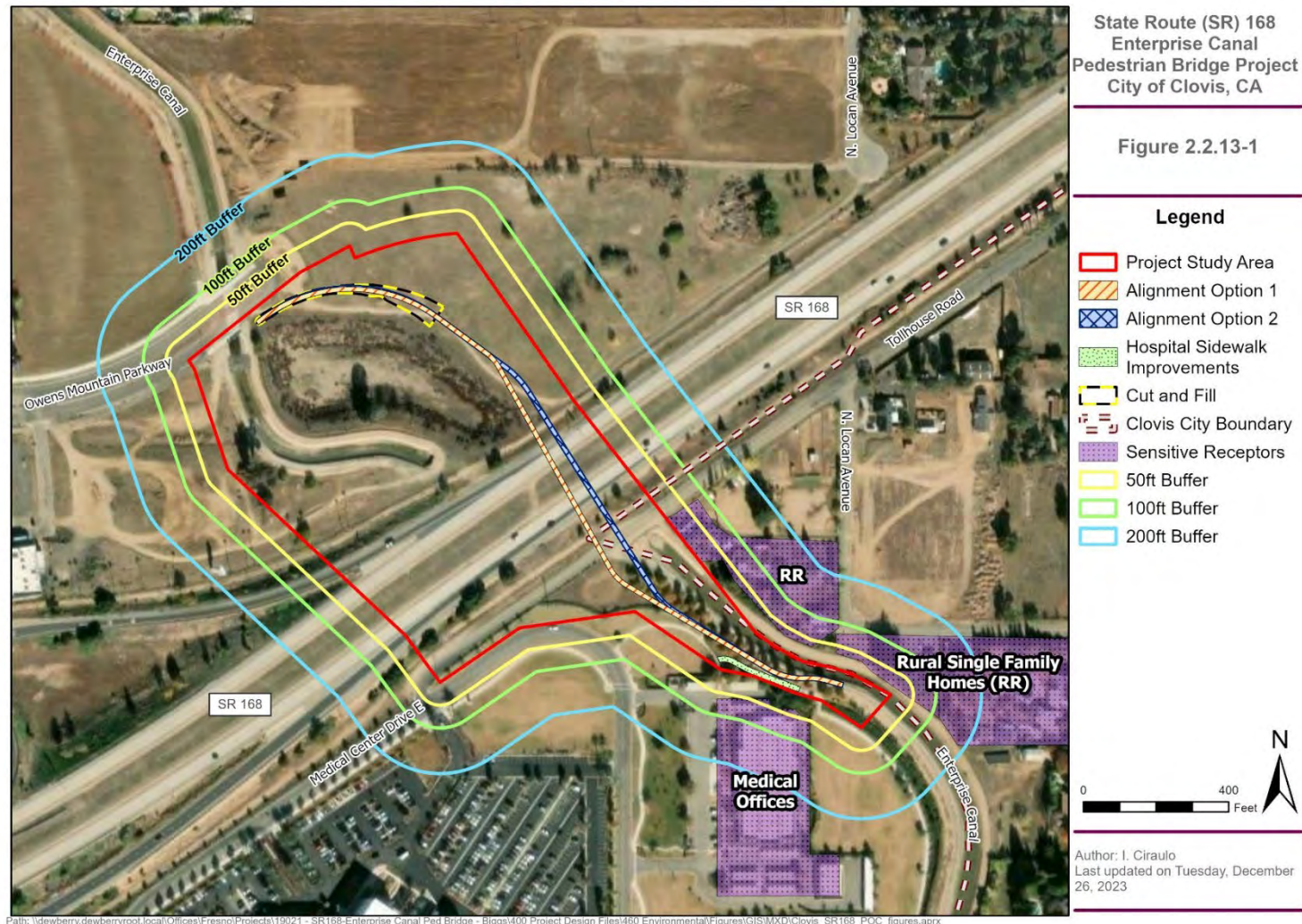
Route 168, Owens Mountain Parkway, North Temperance Avenue, Medical Center Drive, and Tollhouse Road.

Sensitive noise receptors include, but are not limited to, the following land use categories: residences, schools, libraries, churches, hospitals, and nursing homes. Sensitive receptors within 200 feet of the project area are south of State Route 168 and include rural single-family homes and the Clovis Community Hospital complex (medical offices). Within the Clovis Community Hospital complex, the closest building is approximately 65 feet southwest of the project area. The closest single-family home is on North Locan Avenue, approximately 60 feet southeast of the project area and east of the Enterprise Canal. Sensitive receptors are shown in Figure 2.2.13-1.

North of State Route 168 is a preschool/daycare facility—Kids Kare Owens Ranch—on Owens Mountain Parkway, west of the Enterprise Canal, and approximately 430 feet northwest of the project area. This sensitive receptor is not shown on Figure 2.2.13-1 because it is more than 200 feet from the project area.

Figure 2.2.13-1 Sensitive Receptors

Sensitive Receptors



Environmental Consequences (Questions a and b in the table)

Noise and vibration resulting from construction activities will be intermittent. The degree of construction noise impacts may vary depending on the construction activity and location within the project area. The general construction activities and their estimated overall noise levels are summarized in Table 2.2.13-2. In the table, the average sound level over a period of time (usually one hour) is called the equivalent continuous sound level and is abbreviated “Leq.” In addition, dBA equals A-weighted decibel. Table 2.2.13-3 provides noise levels produced by specific construction equipment representative of the equipment necessary for the project construction.

Table 2.2.13-2 Typical Construction Activity/Phase Noise Levels

Construction Phase/Activity	Leq at 50 feet away from Project Centerline (dBA)
Pile Driving	100
Ground Clearing	84
Excavation	88/78
Foundation	88
Erection	79/78
Finishing	84

Source: Dewberry, 2023.

Table 2.2.13-3. Construction Equipment-Specific Noise Levels

Construction Equipment	Typical Noise Level (dBA at 50 feet) [dBA = A-weighted decibel]
Scrapers	85 dBA
Jack Hammer	85 dBA
Bulldozer	85 dBA
Pile Driver (Impact)	100 dBA
Front-End Loader	80 dBA
Grader	85 dBA
Heavy Trucks	85 dBA
Excavator	85 dBA
Compaction Equipment	80 dBA
Backhoe	80 dBA
Drill Rig	85 dBA
Crane	85 dBA
Concrete Pump	82 dBA
Paver	85 dBA
Pneumatic Tools	85 dBA
Generators	82 dBA

Source: Dewberry, 2023.

Noise from construction activities generally attenuates at a rate of 6 to 7.5 A-weighted decibels per doubling distance. For the purposes of the project, an attenuation of 6 A-weighted decibels was used to conservatively estimate noise impacts. The closest sensitive receptors are 60 feet from the project site (see Figure 2.2.13-1).

Noise from construction activities will be intermittent because noise intensity will vary depending on the construction phase, the equipment being used, and the distance of the activity to sensitive receptors. Increases in ambient noise level in the vicinity of the project will be temporary and will cease upon construction completion.

The loudest construction activity for the project will be pile driving (see Table 2.2.13-3). The project will install 240 piles over 60 working days (approximately 3 months). The piles will reach a maximum depth of 100 feet, requiring approximately 10,000 strikes per pile. The noise experienced from pile driving by sensitive receptors within 50 feet of the project area will be comparable to a grass lawn mower from 3 feet away (see Table 2.2.13-1). The sensitive receptors at 60 and 65 feet from the project area will experience noise levels ranging from 100 A-weighted decibels to 94 A-weighted decibels. Sensitive receptors 100 feet from the construction area will experience maximum noise levels during pile driving of approximately 94 A-weighted decibels (100 A-weighted decibels [at 50 feet] minus 6 A-weighted decibels [doubling distance of 100 feet] equals 94 A-weighted decibels). Sensitive receptors 200 feet from the project area will experience maximum noise levels during pile driving of approximately 88 A-weighted decibels (94 A-weighted decibels [at 100 feet] minus 6 A-weighted decibels [doubling distance of 200 feet] equals 88 A-weighted decibels). The impulsive nature of pile driving tends to increase its perceived nuisance. Noise control measures for pile driving will require this construction activity to occur only during daytime hours. Pile driving will occur intermittently for a portion (3 months) of the entire construction period of 18 to 24 months.

The project will comply with the Caltrans 2022 Standards Specifications Section 14-8, Noise and Vibration. Regarding hours of construction, Caltrans Standard Specifications Section 14-8.02, Noise Control, states that construction activities should not exceed a maximum noise level of 86 A-weighted decibels at a distance of 50 feet from the project site from 9:00 p.m. to 6:00 a.m. In addition, given that pile driving will result in up to 100 A-weighted decibels, no pile driving will be allowed during nighttime construction work and will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, or 9:00 a.m. to 5:00 p.m., Saturday and Sunday.

A Construction Noise Management Plan will be completed for the project and will include the proper posting of construction schedules and the appointment of a noise disturbance coordinator. In addition, construction activities for the project will comply with federal, state, and local policies related to

construction-generated noise. Therefore, the project will have a less than significant impact regarding noise.

Pedestrian and bicycle uses generally do not increase noise levels above the level for normal speech (approximately 65 A-weighted decibels) and do not generate vibrations. Therefore, the project will not permanently increase ambient noise levels; project operations will have similar noise levels to the existing Enterprise Canal Trail and sidewalk facility noise conditions. Nearby sensitive receptors will not perceive a permanent change in noise levels as a result of the project. Impacts during project operation will be less than significant.

Avoidance and Minimization Measures

NOI-1: A Construction Noise Management Plan shall be prepared and shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and the methods for assisting in noise reduction measures. Noise reduction measures include, but are not limited to, the following:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine closures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment and trucks used for project construction shall use the best available noise control techniques, which include, but are not limited to, improved mufflers, use of intake silencers, ducts, engine closures, and acoustically attenuating shields or shrouds.
- Impact tools (such as jackhammers, pavement breakers, pile drivers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. If the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
- No pile driving shall occur between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, or between 5:00 p.m. and 9:00 a.m., Saturday and Sunday.
- Use construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods.
- Turn off idling equipment after no more than 5 minutes.
- Stationary noise sources during construction shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other similar noise reduction construction methods approved by the City of Clovis that provides equivalent noise reduction.

2.2.14 Population and Housing

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, the Environmental Scoping Memorandum dated October 2019, and the U.S. Census Bureau for Demographics and Housing Estimates accessed January 2023, the following significance determinations have been made:

Question – Would the project	CEQA Determination
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

2.2.15 Public Services

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, the Environmental Scoping Memorandum dated October 2019, City of Clovis Police General Information accessed December 2022, City of Clovis Fire Department Annual Report accessed December 2022, and the City of Clovis General Plan, the following significance determinations have been made:

Question	CEQA Determination
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 following public services:	
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	Less Than Significant Impact

Affected Environment

Police Protection

The Clovis Police Department provides service within the existing City of Clovis boundaries, while the Fresno County Sheriff's Department provides law enforcement protection to the unincorporated areas of Fresno County. The

project site is within the City of Clovis boundaries and is served by the Clovis Police Department. Currently, the Clovis Police Department has 200 employees, with 105 sworn officers. The Clovis Police Department headquarters, where all personnel and services are based, is at the Clovis Civic Center, 1233 Fifth Street, approximately 3 miles southwest of the project site.

The California Highway Patrol Central Division also provides safety, service, and security to thousands of residents, commuters, and tourists each day on State Route 168. As part of the California Highway Patrol's Central Division, the California Highway Patrol covers more than 6,000 square miles, with officers patrolling over 4,045 miles of freeways and unincorporated areas within Fresno County, including through and around the City of Clovis.

Fire Protection

The Clovis Fire Department provides fire protection to the City of Clovis and supplements protection through an automatic aid agreement with the Fresno Fire Department west and south of the City of Clovis' sphere of influence and the Fresno County Fire Protection District to the north and east of the City of Clovis' sphere of influence. Currently, the Clovis Fire Department operates 6 stations with 73 professional firefighters, fire engineers, fire officers, chief officers, fire inspectors, and administrative staff. The closest fire station to the project site is Station 5, at 790 North Temperance Avenue, approximately half a mile west of the project site. Table 2.2.15-1 shows the Clovis Fire Department's response time goals and actual performance in 2021. The Clovis Fire Department anticipates that with the opening of Station 6, which opened in April 2022, and the additional staff added in 2021 and 2022, performance times will continue to improve and meet performance goals.

Table 2.2.15-1 90th Percentile Response Goals and 2021 Response Time Performance

Response Unit	Response Goal	Actual Performance (2021)
Response Goal 1 First unit arrival, total response time – EMS	6 minutes, 30 seconds	8 minutes
Response Goal 2 First unit arrival, total response time – MVA/Rescue	7 minutes	8 minutes
Response Goal 3 First unit arrival, total response time – Fire	7 minutes	7 minutes, 43 seconds
Response Goal 4 Effective response force (daily staffing of 16 firefighters) – Fire	10 minutes, 30 seconds	11 minutes, 53 seconds
Response Goal 5 Turnout time for all priority responses	1 minute, 30 seconds	1 minute, 34 seconds
Response Goal 6 Contain fire to room of origin	70 percent of all fire calls for service	61 percent of all fire calls for service

Source: City of Clovis, 2021b.

Environmental Consequences (Questions a, b, and e in the table)

During construction of the project, a series of freeway and local roadway closures will be required. Temporary closures on State Route 168 will occur between the State Route 168/Owens Mountain Parkway intersection and the State Route 168/North Temperance Avenue interchange, as well as Tollhouse Road and one lane in the eastbound direction of Owens Mountain Parkway. One direction of traffic will be maintained on State Route 168 throughout construction. The North Temperance Avenue on-ramp will be closed for up to nine months for bent construction. The westbound State Route 168 off-ramp to North Temperance Avenue will be closed for up to three months for bent construction. A series of three nighttime closures for one week (Monday through Friday) or one weekend in each direction on State Route 168 will be required for placement of girders over the freeway. Temporary closure(s) of the State Route 168 within the project site will require a detour onto North Temperance Avenue to East Shepherd Avenue to State Route 168 (refer to Figure 1-5).

Emergency access to, and through, the vicinity of the project site may be temporarily inhibited during construction of the project as a result of these closures. A Standard Construction Period Emergency Access Plan will be prepared for the project to ensure that traffic disruptions are minimized. The Standard Construction Period Emergency Access Plan, as well as the project construction phases, will be coordinated with the Clovis Police Department, Clovis Fire Department, Fresno County Sheriff's Department, Fresno County Fire Protection District, California Highway Patrol, and other emergency service providers within the area. With the implementation of the Standard Construction Period Emergency Access Plan and the coordination with emergency service providers, the project will have a less than significant impact on response times for fire and police protection services.

Construction workers are anticipated to come from the surrounding area and will not relocate to the project vicinity. Construction workers will be on the project site during construction hours and will return home in the off hours. Construction of the project could result in accident or emergency incidents that will require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities will be short in duration. Any increase in fire or law enforcement services due to construction activities will be temporary, ceasing upon completion of the project. In addition, standard construction safety measures, as required through the Occupational Safety and Health Administration, will be implemented to reduce impacts to less than significant levels.

The project will provide additional connection points to existing recreational facilities. The project will not increase the use of park or other public facilities beyond what the City of Clovis has already planned for in the General Plan.

2.2.16 Recreation

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, and the Fresno County Active Transportation Plan, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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

2.2.17 Transportation

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, Fresno County Active Transportation Plan, and the Fresno Council of Governments Regional Transportation Plan/Sustainable Communities Strategy, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

Affected Environment

Roadways

Roadways within and adjacent to the project site include Owens Mountain Parkway, State Route 168, North Temperance Avenue, Tollhouse Road, and

Medical Center Drive. Owens Mountain Parkway and Tollhouse Road are both collector streets that provide for relatively short distance travel between and within neighborhoods. Collectors are not designed to handle long-distance through-traffic. Owens Mountain Parkway is a striped four-lane roadway with paved shoulders and sidewalks on both sides. Tollhouse Road is a striped two-lane road with unpaved shoulders and no sidewalks. North Temperance Avenue is an expressway up to the intersection with Owens Mountain Parkway, where it turns into an arterial street until reaching Shepherd Avenue. North Temperance Avenue in the vicinity of the project site is a four-lane roadway with a raised median, paved shoulders, and sidewalks on both sides. State Route 168 is a four-lane freeway with paved shoulders.

Bicycle and Pedestrian Facilities

An existing Class 2 bicycle lane runs along Herndon Avenue to the south of the project site and along North Temperance Avenue to the west of the project site. The City of Clovis General Plan identifies a future Class 2 bicycle lane that will include Owens Mountain Parkway and will connect directly to the project. The project is also identified as a future facility by the City of Clovis and County General Plans.

Environmental Consequences (Questions b, c, and d in the table)

Transportation projects that can be presumed to lower vehicle miles traveled or have no effect on vehicle miles traveled, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research Technical Advisory, should be expected to cause a less than significant impact and will not require further vehicle miles traveled analysis. Specifically, projects that will not lead to a substantial or measurable increase in vehicle miles traveled, include:

- Addition of Class 1 bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Addition of a new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel

The project will construct a Class 1 overcrossing connecting existing facilities north and south of State Route 168. In addition, the project will encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City of Clovis.

During construction, the project will require a series of freeway and local roadway closures, as described in detail in Section 1.4.2, Lane and Roadway Closures. The State Route 168 closures will require a detour onto North Temperance Avenue to East Shepherd Avenue to State Route 168 (see Figure 1-5). The distance between the North Temperance Avenue/State Route 168 interchange and East Shepherd Avenue/State Route 168

intersection, when traveling on State Route 168, is approximately 2.7 miles; the detour route is approximately 3.9 miles. Therefore, the detour route will result in a 1.2-mile increase in vehicle miles traveled. However, lane closures will be temporary, will occur only when portions of State Route 168 required closures, and will be eliminated upon completion of construction. Therefore, the lane closures are considered to have a minimal effect on overall vehicle miles traveled.

There could be conflict with construction equipment and adjacent land uses. Potential conflicts in movement of construction equipment and other roadway vehicles will cease upon construction completion. A Standard Construction Period Emergency Access Plan and a Traffic Handling Plan will be prepared so that lane shifts, construction activities, and construction equipment do not conflict with other vehicles moving through the project site. Therefore, the project's impacts to transportation will be less than significant.

2.2.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report and associated Archaeological Survey Report dated July 2017, and Supplemental Historic Property Survey Report, Supplemental Archaeological Survey Report and the Finding of No Adverse Effect, all dated June 2023, the following significance determinations have been made:

Question	CEQA Determination
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:	
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	Less Than Significant 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.	Less Than Significant Impact

Affected Environment

A tribal cultural resource is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American Tribes. To be considered a tribal cultural resource, the resource must be included in or determined eligible for inclusion in the California Register of Historical Resources or is included in a local register of historical resources. Pursuant to Public Resources Code Section 2107, a tribal cultural resource is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources.
2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in Public Resources Code Section 21074.
4. A historical resource described in Public Resources Code Section 21084.1, a unique archeological resource or “nonunique archaeological resource” described in Public Resources Code Section 21083.2 (g) and (h).

The California Environmental Quality Act Guidelines state that California Native American Tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources. Lead agencies shall consult with these tribes who respond in writing and request consultation within 30 days of receipt of the formal notification of a project (Public Resources Code Section 21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in Public Resources Code Section 21084.3.

Native American Consultation

Assembly Bill 52 went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the Native American Heritage Commission List for federal and non-federal tribes (13.5 Public Resources Code Sections 21073, 21074, 21080.3, 21084). Once the Tribe is notified of a project, the Tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

In October 2016, the Native American Heritage Commission provided a list of nine Native American representatives. On November 18, 2016, the City of Clovis sent letters to the listed representatives. Additional attempts to contact representatives were made on December 1 and 13, 2016. On January 7,

2017, Caltrans recommended an additional 17 Native American representatives be contacted, and letters were sent on January 10, 2017. Additional attempts to contact representatives were made on April 5 and 11, 2017. Four responses were received during this consultation.

On November 29, 2016, one Tribe (Table Mountain Rancheria) indicated that the project area lies within the Tribe's cultural area of interest and that the Tribe is very interested in the project. Mr. Robert Pennell, Table Mountain Rancheria Cultural Resources Director, requested to be contacted to coordinate a discussion of the project. On January 10, 2017, the Table Mountain Rancheria discussed the project with Rene Mathis of the City of Clovis. During this meeting, the Tribe requested the presence of tribal monitoring during ground-disturbing activities, and the City of Clovis agreed; the two governments are in communication regarding the project. The Southern Sierra Miwuk Nation (December 1, 2016) and Santa Rosa Rancheria Tachi Yokut Tribe (December 13, 2016) deferred to the Table Mountain Rancheria to take the lead for consultation.

Due to refinements to the project and the date of the previous consultation, the Native American Heritage Commission was contacted with a request for an updated tribal contact list on September 30, 2022. On November 13, 2022, the Native American Heritage Commission provided a list of 17 Native American representatives. Pursuant to Public Resources Code Section 21080.3 and Assembly Bill 52, the City of Clovis mailed formal notification letters on January 9, 2023, by certified mail; the letters summarized the previous outreach efforts, noted changes to the project description and location, and provided lead City of Clovis contact information to the Tribes listed in the Native American Heritage Commission correspondence. Follow-up emails were sent on May 2, 2023. No responses have been received from the letters or emails, as of the publication of this Initial Study.

Record Searches

As discussed in Section 2.2.5, Cultural Resources, a record search of the area of potential effects and a quarter-mile radius around the area of potential effects was conducted by staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System and completed on October 26, 2016. In October 2022, a second literature search was conducted by the staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System. The results of the record searches identified six historic era cultural resources within the record search radius.

As part of the effort to identify any tribal cultural resources that may be within the project area, a Sacred Lands File search was conducted by the Native American Heritage Commission in October 2016; a second search was conducted in November 2022. The search found no known tribal cultural

resources in or near the project site. Information regarding cultural resources can be found in Section 2.2.5, Cultural Resources, of this Initial Study.

Pedestrian Surveys

A pedestrian survey of the project was conducted on November 13, 2016 for all undeveloped ground surface areas within the original area of potential effects boundaries. A second pedestrian survey was conducted on November 20, 2022 within the revised area of potential effects boundaries. A third pedestrian survey, focused on the built environment, was conducted on May 3, 2023.

No archaeological resources, historic or prehistoric, were observed during the surveys. One historical resource—the Enterprise Canal—is within the area of potential effects and is assumed eligible for the purposes of this project with the Cultural Study Office concurrence. Cultural resources identified during the field survey are discussed in detail in Section 2.2.5, Cultural Resources, of this Initial Study.

Environmental Consequences (Questions a and b in the table)

As discussed above and in Section 2.2.5, Cultural Resources, record searches conducted by staff at the Southern San Joaquin Valley Information Center identified six previously recorded resources within the record search radius. No prehistoric archaeological resources were recorded during the pedestrian surveys.

The Native American Heritage Commission Sacred Lands File search was negative for sacred lands. The field surveys did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators. No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the Table Mountain Rancheria and Santa Rosa Rancheria Tachi Yokut Tribe indicated that the project is in an extremely sensitive area for tribal cultural resources. The Santa Rosa Rancheria Tachi Yokut Tribe deferred to the Table Mountain Rancheria to take the lead on consultation. The Table Mountain Rancheria requested that ground-disturbing construction be monitored by a tribal monitor. Therefore, the City of Clovis will retain the services of an approved Native American Tribal monitor. The project will follow best management practices and Tribal monitor recommendations during construction.

Avoidance and minimization measures CUL-1, TCR-1, and TCR-2 are provided in the event of an unanticipated discovery of tribal cultural resources during construction. Therefore, the project will have a less than significant impact on tribal cultural resources.

For a detailed description of archaeological and historical resources, refer to Section 2.2.5, Cultural Resources, of this document.

Avoidance and Minimization Measures

Implement Avoidance and Minimization Measure CUL-1, as described in Section 2.2.5, Cultural Resources.

TCR-1: The City of Clovis will retain the services of an approved Native American Tribal Representative, in coordination with the Table Mountain Rancheria, to conduct project monitoring during the disturbance of original earth by accomplishing the following tasks:

- The City of Clovis-contracted Native American Tribal Representative will advise the contractor during a preconstruction meeting and training of potentially significant cultural resources that require protection and avoidance;
- A Native American monitor will observe all natural-ground-disturbing construction activities; and
- There will be a Native American Tribal Representative during all project excavation of natural ground.

TCR-2: If any suspected Tribal cultural resources are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from Table Mountain Rancheria shall be immediately notified and shall determine if the find is a Tribal cultural resource (Public Resources Code Section 21074). The Tribal Representative will make recommendations for further evaluation and treatment:

- When avoidance is infeasible, preservation in place is the preferred option for mitigation of Tribal cultural resources, and every effort shall be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of Tribal cultural resources will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
- The contractor shall implement any measures deemed by the City of Clovis to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate Tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal cultural resource may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

2.2.19 Utilities and Service Systems

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Public Utilities Recycling and Refuse, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Affected Environment

The City of Clovis uses a combination of groundwater, surface water, and recycled water resources to serve commercial and residential areas, and public facilities. The City of Clovis' primary water supply is drawn from over 35 groundwater wells. The Fresno Irrigation District provides surface water to the City of Clovis, primarily from the Kings River. The City of Clovis Public Utilities Department uses this resource to recharge groundwater, develop potable water, and directly irrigate City of Clovis parks. The City of Clovis Public Utilities Department is the sole municipal water purveyor in the City of Clovis.

The City of Clovis Public Utilities Department provides wastewater service within the City of Clovis boundary. The majority of wastewater within the City of Clovis is discharged to the Fresno-Clovis Regional Water Reclamation Facility in southwest Fresno or to the Clovis Water Reuse Facility. Wastewater recycling and surface water treatment facilities in the area include the Fresno-Clovis Regional Wastewater Treatment Plant and Clovis'

Surface Water Treatment Plant; they provide water for non-potable water uses and recharging the groundwater basin, respectively.

Pacific Gas and Electric is the primary provider of electric service and natural gas in the City of Clovis' planning area. Land-line telephone services are provided by multiple carriers, including AT&T, Comcast, and Verizon. Television and internet services are provided by Comcast, AT&T, and satellite services.

Solid waste is collected by the City of Clovis Public Utilities Department. Collection of recycling and greenwaste is provided under contract by Republic Services. Four facilities in the Fresno area—three transfer stations and one inert debris engineered fill operation—accept construction and demolition debris. The Rice Road Recyclery and Transfer Station, which accepts construction and demolition debris, is at 10463 North Rice Road, Fresno, California 93650, approximately 9 miles northwest of the project site. The nearest landfill that accepts construction and demolition debris is Jefferson Inert Debris Engineered Fill Operation at 5550 South Maple Avenue, Fresno, California 93725, approximately 13 miles southwest of the project site.

Existing utilities are in the immediate vicinity of the project site. Surface and underground utilities include communication, gas, irrigation, water, sewer, and electrical lines.

Environmental Consequences (Questions a and d in the table)

Construction Impacts

Non-potable water use will be required for fugitive dust control during the construction of the project. See Section 1.6 and Section 2.2.3 for more information regarding fugitive dust control and best management practices. Water supplies, potable and non-potable, during construction are typically trucked to the site from the outside sources that supply water for construction activities. The need for additional water will cease upon construction completion. Potable water will be required during construction for workers. Typically, potable water is brought to the site in bottles or other vessels. Water use at the project site will cease upon completion of construction. No new or expanded water facilities will be required as a result of project construction.

During construction, port-a-potties are typically used; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; therefore, the project construction will not increase wastewater service demand during construction. No new or expanded facilities will be required.

Construction equipment will be powered by fuel, often diesel, or by generators brought to the project site for construction purposes. Therefore, the construction of the project will not result in the need for new or expanded utility services. Existing utilities that conflict with the project will be relocated. Underground relocation for the overhead utility along Tollhouse Road may be considered. In

addition, relocation may also be considered for two other surface utilities and one underground utility all along Tollhouse Road. As the project moves into final design, coordination with the appropriate utility companies will occur. It is not anticipated that these adjustments or relocations will result in any utility disruptions to customers, and relocations will occur within the project boundaries. Impacts are less than significant in this regard.

There will be no demolition of structures associated with the project. In conforming to existing facilities, existing concrete and asphalt will be removed; this debris will be properly disposed of at the nearest facility. The nearest facilities accepting construction debris are the Rice Road Recyclery and Transfer Station and the Jefferson Inert Debris Engineered Fill Operation, which have capacity to accommodate the project. Construction debris generated by the project will adhere to federal, state, and City of Clovis requirements pertaining to recycling and diversion of construction debris.

Operation Impacts

New light features added to the bridge will meet current energy standards and will not substantially increase the need for additional electrical power (refer to Section 2.2.6, Energy). Therefore, the project will not require the expansion or construction of new electrical facilities.

The project operations will not generate substantial amounts of solid waste beyond trash that trail users may inadvertently drop on the route. Operation impacts will be less than significant.

2.2.20 Wildfire

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, and California Department of Forestry and Fire Protection Fire Hazard Severity Zones Maps for Fresno County accessed December 2021, the following significance determinations have been made:

Question	CEQA Determination
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	
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

Question	CEQA Determination
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

2.2.21 Mandatory Findings of Significance

Question	CEQA Determination
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?	Less Than Significant Impact

Affected Environment

Per California Environmental Quality Act regulations and guidelines, Caltrans must summarize the findings of significance from earlier sections and consider potential cumulatively considerable effects for environmental impact reports. Even though this environmental document is an Initial Study and not an Environmental Impact Report, the potential for cumulatively considerable effects is analyzed below.

Environmental Consequences (Questions a, b, and c in the table)

Each resource within this Initial Study evaluates the project impacts and mitigates the impacts to less than significant. The information in Section 2.2.4, Biological Resources, analyzes the potential effects of the project on biological resources, including special-status wildlife species, including the western burrowing owl, Swainson's hawk, California horned lark, and nesting migratory

birds. Section 2.2.4, Biological Resources, determined that impacts will be less than significant. The information in Section 2.2.5, Cultural Resources, and Section 2.2.18, Tribal Cultural Resources, analyzes possible project effects on cultural and tribal cultural resources, including the possibility of human remains. Section 2.2.5, Cultural Resources, and Section 2.2.18, Tribal Cultural Resources, determined that impacts will be less than significant.

The project approval is conditioned upon implementation of best management practices (Section 1.6) and avoidance and minimization measures (Sections 2.2.1 through 2.2.20). The project-related impacts are less than significant. In addition, the project will have no impact or less than significant impacts on human beings, as related to the resources analyzed in Sections 2.2.1 through 2.2.21. Therefore, with implementation of best management practices (Section 1.6) and avoidance and minimization measures (Sections 2.2.1 through 2.2.20), cumulative impacts are less than significant.

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 2023

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 Comments and Responses

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

This appendix contains the comments received during the public circulation and comment period from June 24, 2024, to July 24, 2024, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. Copies of the original comment letters and documents can be found in this document.

A public notice in English and Spanish was posted in *The Business Journal* (a Fresno-based weekly newspaper that focuses on local business news in Fresno, Madera, Tulare and Kings counties) and *The Clovis Roundup* (a local community newspaper serving the Central Valley) on June 24, 2024. It stated the public review and comment period for the draft environmental document would run from June 24, 2024, to July 24, 2024, and gave instructions on where to access the document and related project material.

Two letters were submitted during the public circulation and comment period. Both comment letters are detailed below.

Comment from the California Highway Patrol

State of California Transportation Agency
Gavin Newsom, Governor
Department of California Highway Patrol
1380 East Fortune Avenue, Fresno, CA 93725
(559) 705-2200 (Phone)
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

July 17, 2024
File No.: 435.15726.19145.24-216

California Department of Transportation, District 6
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

RE: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE SCH#
2024061001

The California Highway Patrol (CHP) Fresno Area was requested to review and assess the State Route 168 Enterprise Canal Pedestrian Overcrossing Project, for any potential impact to local Area operations and public safety.

After review, there are concerns with the potential impact this project could have on traffic congestion, response time for calls for service, and the safe and legal operation of heavy trucks in the general area of State Route 168 and Temperance Avenue.

After review of the provided documents, the concerns relate to the proposed construction of building a bicycle/pedestrian overcrossing, located on State Route 168, east of North Temperance Avenue and south of Owens Mountain Parkway in Clovis, California. The CHP's interest in commenting surrounds the concern for the safe and legal operation of heavy trucks. Heavy trucks on local roadways and freeways will increase as materials and products are transported to, and from the area. We are hopeful engineers and supervisors on scene of the project will monitor and enforce site rules related to vehicle safety as CHP personnel work to assure compliance with California Vehicle Code provisions.

Response times for calls for service may increase due to the closure of State Route 168 and Toll House Road. CHP and other emergency personnel would be required to use alternate routes of Temperance Avenue and Herndon Avenue for any calls for service east of the closure. Combined with the increased traffic congestion associated with a freeway closure, utilizing the alternate routes could extend response time. This project could have an impact on local Area operations due to the increased traffic congestion from the closure of traffic lanes, which could necessitate the need for additional traffic control measures to mitigate the potential increase in crashes within our jurisdiction.

Also, other concerns are Temperance Avenue, Tollhouse Road and Shepherd Avenue are not a designated truck route. The roundabout located at Temperance Avenue and Owens Mountain Parkway has two designated lanes, but trucks may need to use both to continue North on the proposed detour. The Area request Caltrans to determine if the bridge over Enterprise Canal on Tollhouse Road is suitable for heavy trucks.

If you have any questions, or if you need additional information, please contact the California Highway Patrol, Sergeant Miguel Andrade, ID 19145, at (559) 705-2200.

Sincerely,

A. MATULONIS, Captain Commander

Enclosure

cc: Central Division

Caltrans Response to Comment 1: Thank you for your letter in response to the Initial Study with Proposed Negative Declaration for the State Route 168 Enterprise Canal Pedestrian Overcrossing Project.

Caltrans acknowledges the California Highway Patrol's concern about safe and legal operation of heavy trucks during project construction activities. Project contractors must have California-licensed drivers and vehicles that must comply with California Vehicle Code. Caltrans, the City of Clovis, and the contractor will work together to enforce site rules, Caltrans Standard Specifications, and best management practices related to vehicle safety. No revisions to the Initial Study with Proposed Negative Declaration are necessary based on the comments received from California Highway Patrol. The letter has been conveyed to our design and traffic handling teams.

Caltrans Response to Comment 2: Caltrans acknowledges the California Highway Patrol's concern about a potential increase in emergency response times due to closures of State Route 168 and Tollhouse Road, the length of detour routes, and the potential that detour roads and bridges are not designated truck routes or suitable for heavy trucks. Sections 2.2.15, Public Services, and 2.2.17, Transportation, of this Initial Study discuss and analyze detours and roadway closures that could temporarily affect passenger vehicles, heavy trucks, and emergency access in the project area. The expected construction detour for this project is approximately 1.2 miles. One direction of traffic would be maintained on State Route 168 throughout construction. The westbound State Route 168 off-ramp to North Temperance Avenue would be closed for up to three months for bent construction.

A series of three nighttime closures for one week (Monday through Friday) or one weekend in each direction on State Route 168 will be required for placement of girders over the freeway. Detours and lane/ramp closures will be finalized and coordinated with law enforcement (Clovis Police Department, Fresno County Sheriff's Department, California Highway Patrol), fire protection services (Clovis Fire Department, Fresno County Fire Protection District), and other medical and emergency service providers prior to the start of project construction. This will allow for adjustments in the detour route(s), if necessary, for heavy trucks or other vehicles, including emergency services. In addition, these closures will occur during nighttime or weekend hours, when traffic volumes are lower than weekday traffic volumes.

As mentioned in Sections 2.2.9, Hazards and Hazardous Materials, 2.2.15, Public Services, and 2.2.17, Transportation, a Standard Construction Period Emergency Access Plan and a Traffic Handling Plan will be prepared so that lane shifts, lane/ramp closures, construction activities, and construction equipment do not conflict with other vehicles, including emergency vehicles, moving through the project site. Both of these plans will be prepared in coordination with the Clovis Police Department, Fresno County Sheriff's Department, California Highway Patrol, Clovis Fire Department, and Fresno County Fire Protection District. During the preparation and coordination of these plans, revisions (i.e., ensure that roads are designated truck routes) to the construction detour routes based on the feedback received will occur. In addition, the project will comply with Caltrans Standard Specifications,

including Section 12, Temporary Traffic Control. No revisions to the Initial Study with Proposed Negative Declaration are necessary based on the comments received from the California Highway Patrol.

Comment from the California Department of Fish and Wildlife

State of California Natural Resources Agency
Gavin Newsom, Governor
Department of Fish and Wildlife
Charlton H. Bonham, Director
Central Region
1234 East Shaw Avenue
Fresno, California 93710
www.wildlife.ca.gov

July 18, 2024
Trais Norris
California Department of Transportation
2015 West Shields Avenue, Suite 100
Fresno, California 93726

Subject: State Route 168 Enterprise Canal Pedestrian Overcrossing Project (EA 06-0U840) (Project) Initial Study with Proposed Negative Declaration
State Clearinghouse No. 2024061001

Dear Trais Norris:

The California Department of Fish and Wildlife (CDFW) received an Initial Study with Proposed Negative Declaration from the California Department of Transportation (Caltrans) for the above referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the state (Fish & G. Code, §711.7, subd. (a) & 1802; Pub. Resources Code, §21070; CEQA Guidelines §15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, §1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency

environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, §21069; CEQA Guidelines, §15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, §1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in take as defined by state law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, §2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

Bird Protection: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

Unlisted Species: Species of plants and animals need not be officially listed as Endangered, Rare, or Threatened (E, R, or T) on any state or federal list to be considered E, R, or T under CEQA. If a species can be shown to meet the criteria for E, R, or T, as specified in the CEQA Guidelines, section 15380, CDFW recommends it be fully considered in the environmental analysis for the Project.

PROJECT DESCRIPTION SUMMARY

Proponent: Caltrans

Objective: The Project will construct a pedestrian bridge overcrossing spanning State Route (SR) 168, extending the Enterprise Canal Trail south of State 168 and provide direct pedestrian access to the Clovis Community Hospital Complex. The proposed bridge would be approximately 18-foot wide and 460-foot long, provide a minimum vertical clearance of 18.5 feet with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches would consist of embankment fill, retaining walls, and approach structures.

Location: The proposed project is located on SR 168, east of North Temperance Avenue and south of Owens Mountain Parkway, at post mile R9.5, within the City of Clovis.

Timeframe: Project construction is estimated to occur from Spring 2026 to Spring 2028.

I. COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist Caltrans in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

Based on the Project location and proposed Project activities in the Initial Study, CDFW is concerned regarding potential impacts to special-status species, including but not limited to, the state-threatened Swainson's hawk (*Buteo swainsoni*).

Swainson's Hawk (SWHA):

SWHA are known to breed within the Central Valley of California and prefer to nest and forage in alfalfa, fallow fields, field crops, and grassland habitats with a sufficient source of small mammals (CDFG 1994). Based on aerial imagery, there are trees and structures located within the vicinity of the Project area that may provide suitable nesting habitat. Therefore, CDFW recommends a qualified biologist conduct surveys for nesting SWHA following the entire survey methodology developed by the SWHA Technical Advisory Committee (2000) as part of the biological technical studies conducted in support of the Initial Study. Depending on the time between the survey efforts conducted in support of the Initial Study and project construction, CDFW recommends additional surveys, following the survey methodology developed by the SWHA Technical Advisory Committee, be repeated the survey season immediately prior to construction. If Project-specific activities will take place during the SWHA nesting season (i.e., March 1 through September 15), and active SWHA nests are present, CDFW recommends a minimum ½-mile no-disturbance buffer be delineated and maintained around each nest, regardless of whether it was detected by surveys or observed incidentally.

These buffers would remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, to prevent nest abandonment and other take of SWHA as a result of Project activities. In the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the Project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit, pursuant to

Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA.

II. EDITORIAL COMMENTS AND/OR SUGGESTIONS

Lake and Streambed Alteration Agreement: Project activities that will substantially change the bed, bank, and channel of streams and associated wetlands are subject to CDFW's regulatory authority pursuant Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. It is important to note that if Project activities require notification, CDFW is required to comply with CEQA in the issuance of a Lake or Streambed Alteration (LSA) Agreement; therefore, if the CEQA document approved for the Project does not adequately describe the Project and its impacts, a subsequent CEQA analysis may be necessary for LSA Agreement issuance. Additional information on notification requirements is available through the Central Region LSA Program at (559) 243-4593 or R4LSA@wildlife.ca.gov and the CDFW website: <https://wildlife.ca.gov/Conservation/LSA>.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, §753.5; Fish and Game Code, §711.4; Pub. Resources Code, §21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the Project to assist Caltrans in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>). If you have any questions, please contact Grant Piepkorn, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 807-1459, or by electronic mail at Grant.Piepkorn@wildlife.ca.gov.

Sincerely,

Sarah Paulson

For: Julie A. Vance Regional Manager

References:

California Department of Fish and Game. 1994. Staff report regarding mitigation for impacts to Swainson's hawks (*Buteo swainsoni*) in the Central Valley of California.

Swainson's Hawk Technical Advisory Committee. 2000. Recommended timing and methodology for Swainson's hawk nesting surveys in California's Central Valley. Swainson's Hawk Technical Advisory Committee.

Caltrans Response to Comment 1: Thank you for your letter in response to the Initial Study with Proposed Negative Declaration for the State Route 168 Enterprise Canal Pedestrian Overcrossing Project. The letter has been conveyed to our design team.

Caltrans acknowledges your concerns about potential impacts to the Swainson's hawk during project construction activities. Section 2.3.4, Biological Resources, of this document analyzes potential project impacts to the Swainson's hawk and provides Avoidance and Minimization Measure BIO-2, which outlines the requirements regarding pre-construction surveys and steps to take if nesting birds are identified. Steps taken will be conducted in accordance with the Swainson's Hawk Technical Advisory Committee to protect this species, if the hawk is found on the project site. In addition, BIO-2 requires worker environmental awareness training to instruct construction workers on how to recognize Swainson's hawks and their habitats. Revisions to the Initial Study with Proposed Negative Declaration are not required based on this comment.

Caltrans Response to Comment 2: Caltrans acknowledges the requirements for a Section 1600 et seq. permit if a lake or streambed is altered due to project implementation. The project will not include alterations to a lake or streambed. Therefore, the project will not require a permit under

Section 1600 et. seq. Revisions to the Initial Study with Proposed Negative Declaration are not required based on this comment.

List of Technical Studies Bound Separately

Biggs Cardosa Associates. 2020. Visual Impact Assessment.

Cogstone Resource Management. 2017. Archaeological Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California.

Cogstone Resource Management. 2017. Historic Property Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project.

Dewberry. 2022. Addendum to the Natural Environment Study (Minimal Impact) – State Route 168/Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. Air Quality Technical Memorandum for the SR 168 Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. Noise Technical Memorandum for the SR 168 Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. State Route 168/Enterprise Canal Pedestrian Bridge Project – Addendum to the 2016 Initial Site Assessment.

Dewberry. 2023a. Supplemental Historic Property Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project.

Dewberry. 2023b. Supplemental Archaeological Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California.

Dewberry. 2023c. Finding of No Adverse Effect for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California

Krazan and Associates, Inc. 2016. Hazardous Waste Initial Site Assessment.

LSA Associates, Inc. 2017. Natural Environment Study (Minimal Impacts) – State Route 168/Enterprise Canal Pedestrian Bridge Project.

Note: Many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the Standard Environmental Reference Volume 2 in Section 3.4.13 and Section 5.3.6.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Trais Norris, Senior Environmental Planner
District 6 Environmental Division
California Department of Transportation
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

Or send your request via email to: trais.norris@dot.ca.gov

Or call: (559) 320-6045

Please provide the following information in your request:

Project title: State Route 168 Enterprise Canal Pedestrian Overcrossing Project

General location information: City of Clovis, Fresno County, California

District number-county code-route-post mile: District 06–FRE–168

EA/Project ID number: EA 06-0U840/EFIS Project ID 0616000055



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

Project Information

Project Name (if applicable): State Route 168 Enterprise Canal Pedestrian Overcrossing Project

DIST-CO-RTE: 06-FRE-168

PM/PM: N/A

EA: 06-0U840

Federal-Aid Project Number: 0616000055

Project Description

The City of Clovis, in coordination with the California Department of Transportation (Caltrans), proposes to construct a bicycle/pedestrian Class 1 overcrossing (project) spanning State Route 168 east of North Temperance Avenue and south of Owens Mountain Parkway in Clovis, California. The project will extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The bridge spanning State Route 168 will be approximately 18 feet wide and 460 feet long, provide a minimum vertical clearance of 18.5 feet with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches will consist of embankment fill, retaining walls, and approach structures.

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.** (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



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM

AGENDA ITEM NO. 10.

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)(22)**

☐ **23 CFR 771.117(d): activity (d)(1)**

☐ **Activity 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

Trais Norris

Print Name

J William "Trais" Norris, AIA

Signature

10/2/2024

Date

Project Manager/ DLA Engineer

Ellery Ellis

Print Name

[Signature]

Signature

10/8/2024

Date

Date of Categorical Exclusion Checklist completion (if applicable): Enter date
Date of Environmental Commitment Record or equivalent: Enter date

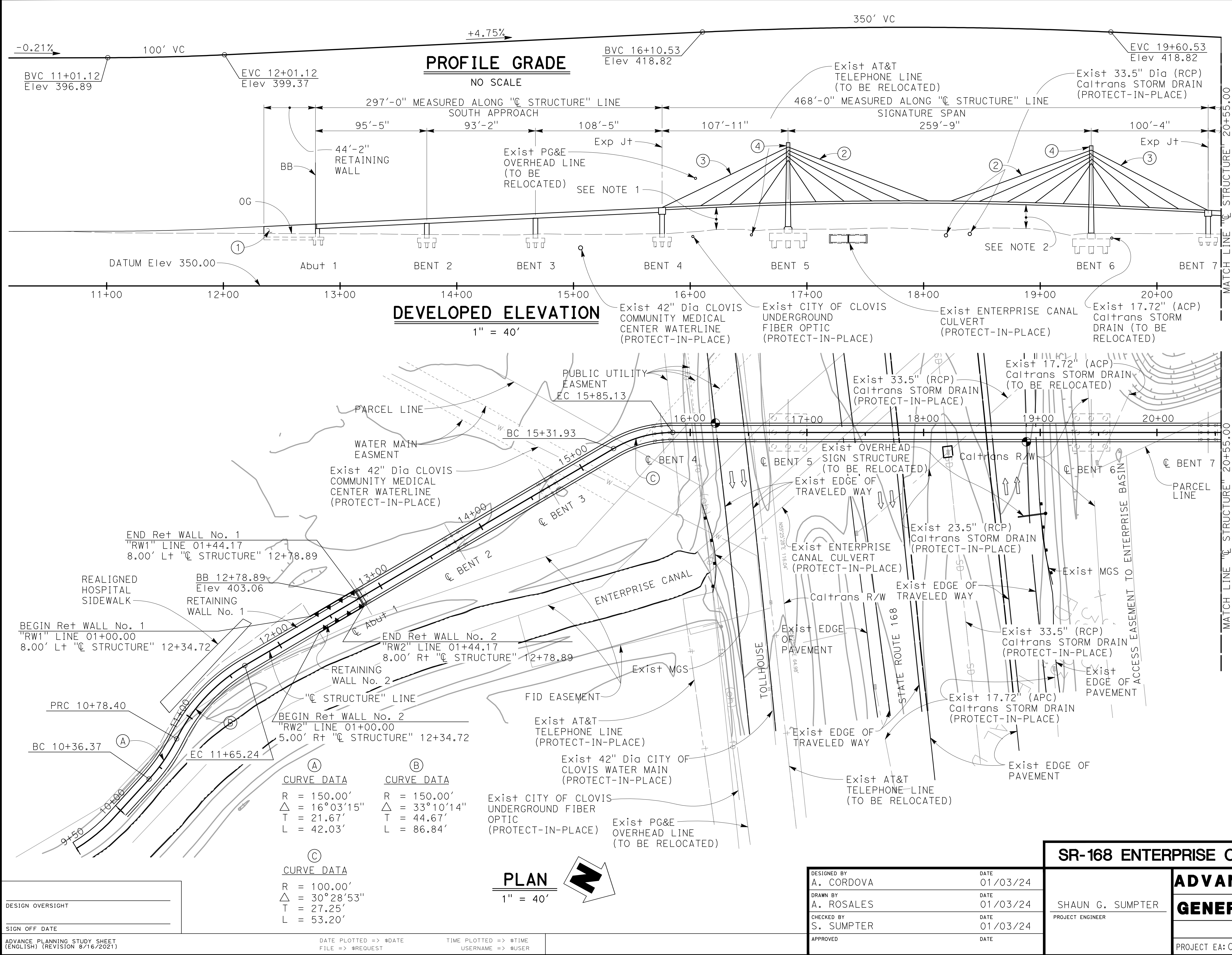
Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION
DETERMINATION FORM**

AGENDA ITEM NO. 10.

Continuation sheet:



Dist	COUNTY	ROUTE	POST MILE
06	FRE	168	R9.4/R9.5
CITY OF CLOVIS 1033 FIFTH STREET CLOVIS, CALIFORNIA 93612			
BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704			

- LEGEND:
- Indicates Existing Structure
 - ➔ Indicates Traffic Direction
 - ⦿ Indicates Minimum Vertical Clearance

- NOTES:
- 16'-6" Minimum vertical clearance.
 - 18'-6" Minimum vertical clearance.

- ① Retaining Wall
- ② Forestay Cables
- ③ Backstay Cables
- ④ Pylon
- ⑤ Embankment

APPROACHES

(STA 12+78.89 TO STA 15+75.89)
(STA 20+43.89 TO STA 22+65.68)

DATE OF ESTIMATE	5/26/2023
STRUCTURE DEPTH	4'-0"
LENGTH	518'-10"
WIDTH	16'-0"
AREA	8,301 SF
COST PER SQUARE FOOT INCLUDING 10% MOBILIZATION AND 25% CONTINGENCY	\$556 SF
TOTAL COST	\$4,615,400

SIGNATURE SPAN

(STA 15+75.89 TO STA 20+43.89)

DATE OF ESTIMATE	5/26/2023
STRUCTURE DEPTH	2'-0"
LENGTH	468'-0"
WIDTH	18'-0"
AREA	8,424 SF
COST PER SQUARE FOOT INCLUDING 10% MOBILIZATION AND 25% CONTINGENCY	\$2,222 SF
TOTAL COST	\$18,718,200

SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE

ADVANCED PLANNING STUDY

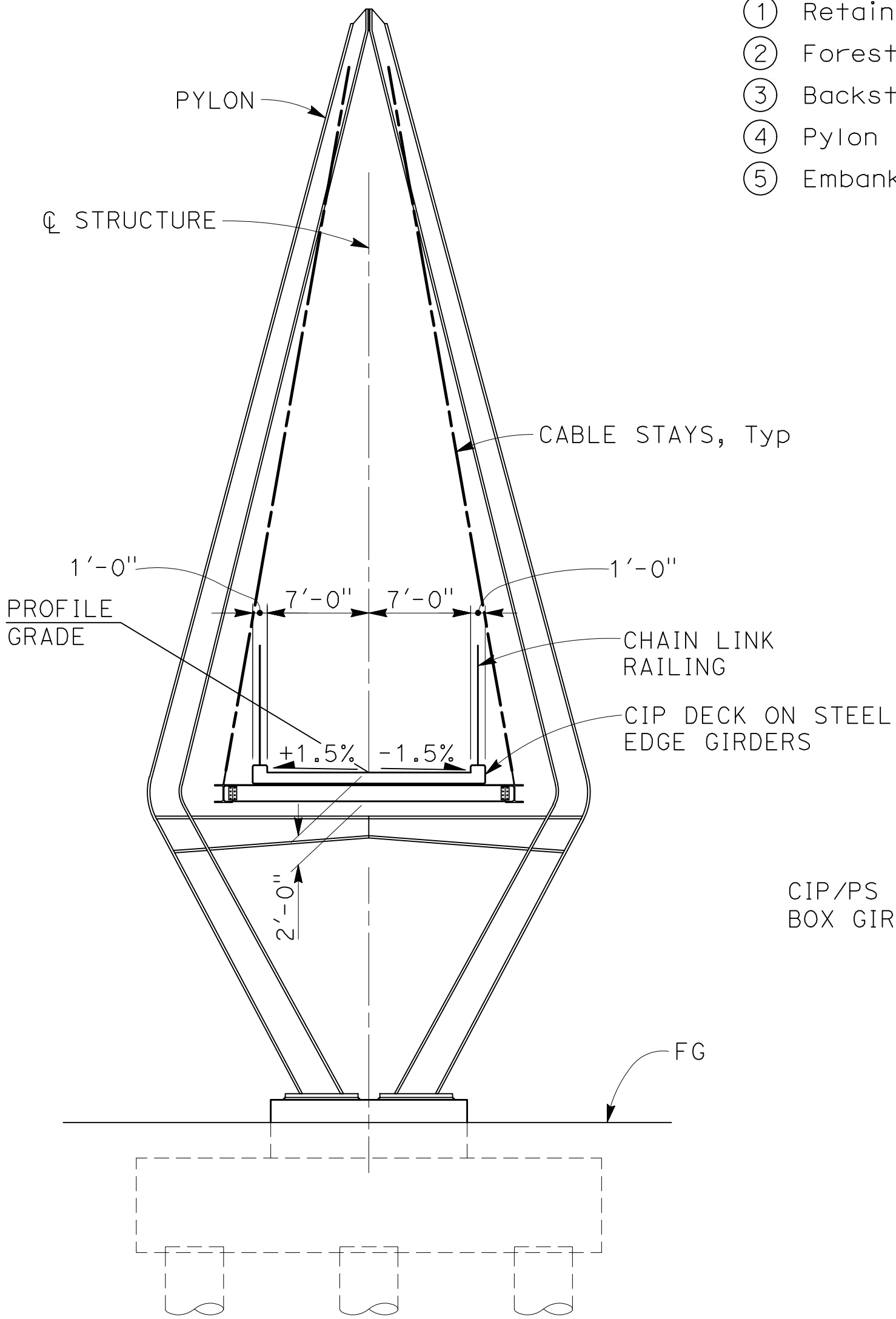
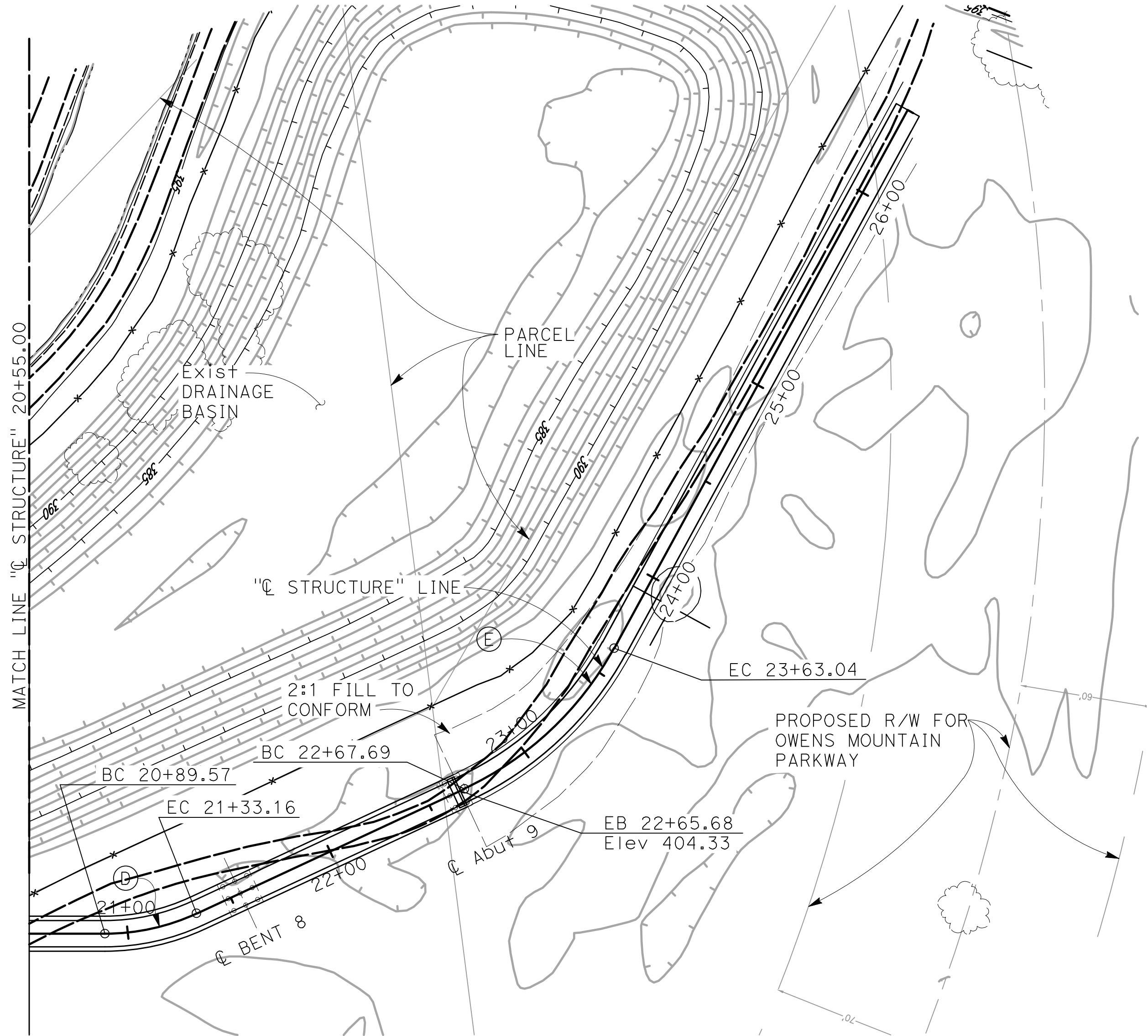
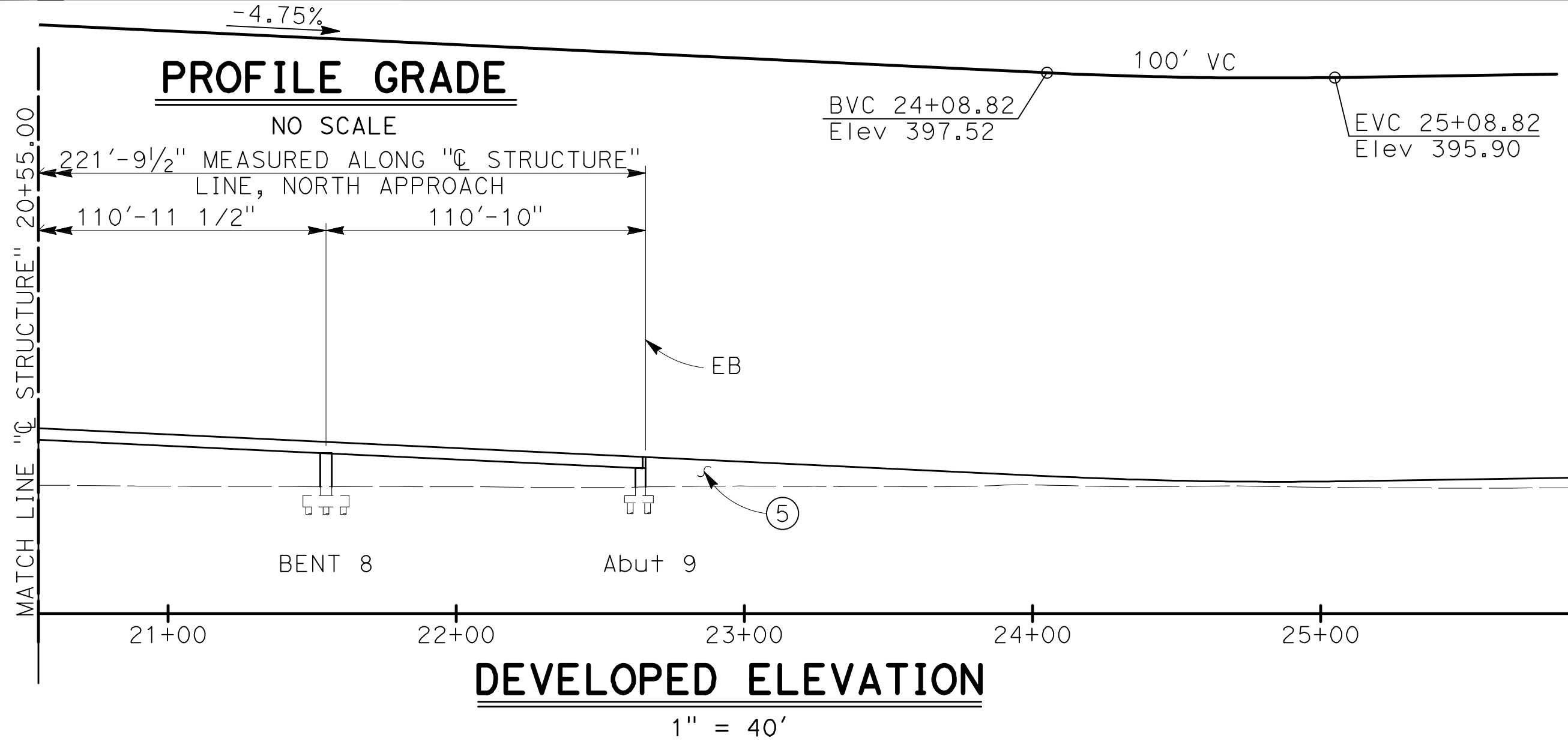
GENERAL PLAN No. 1 TYPE 1

DESIGNED BY A. CORDOVA	DATE 01/03/24	SHAUN G. SUMPTER PROJECT ENGINEER	BRIDGE No.:
DRAWN BY A. ROSALES	DATE 01/03/24		
CHECKED BY S. SUMPTER	DATE 01/03/24		
APPROVED	DATE		
DESIGN OVERSIGHT		PROJECT EA: 06-OU840	PROJECT NUMBER & PHASE:
SIGN OFF DATE			
ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 8/16/2021)	DATE PLOTTED => \$DATE FILE => \$REQUEST	TIME PLOTTED => \$TIME USERNAME => \$USER	

Dist	COUNTY	ROUTE	POST MILE
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BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704			

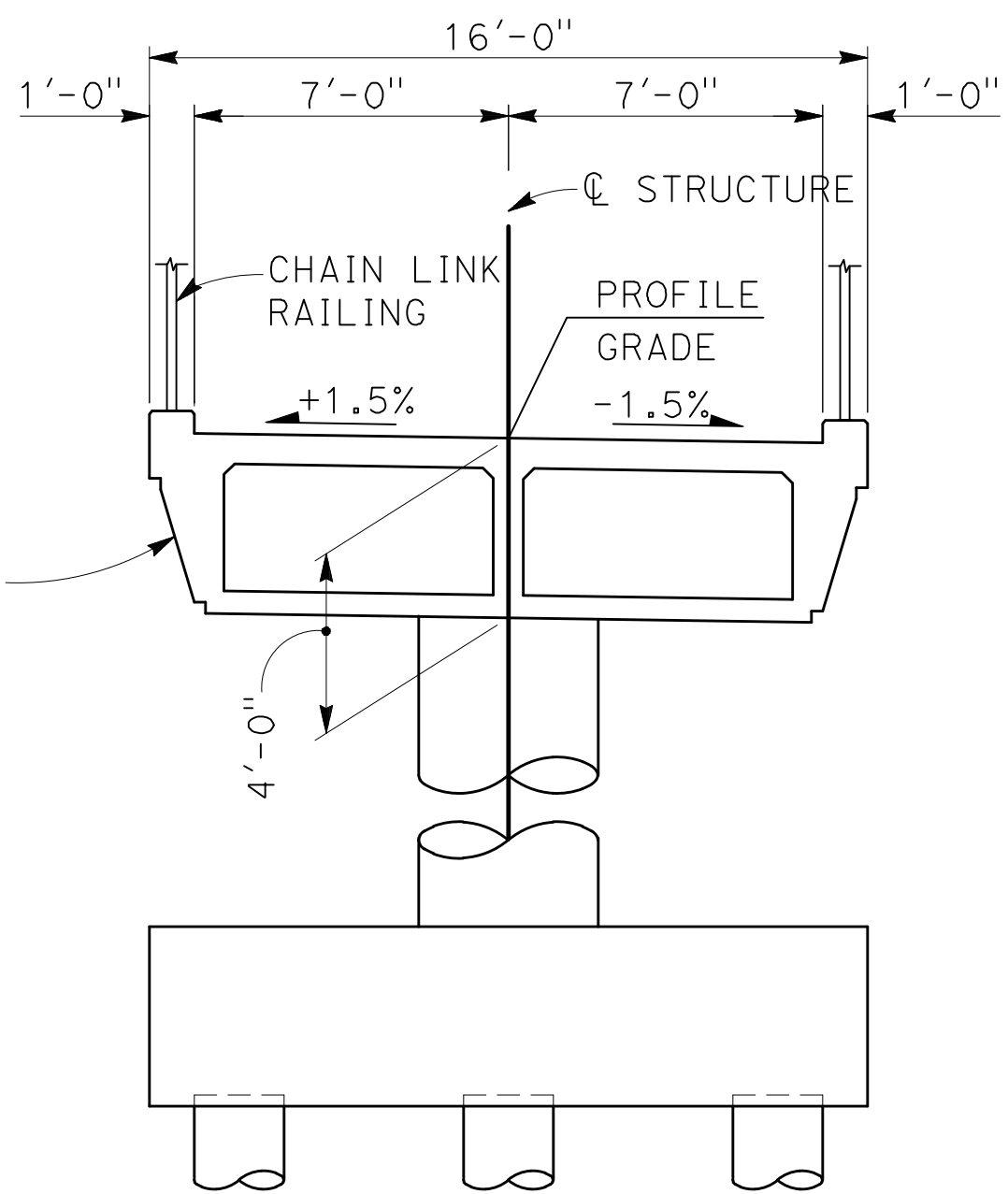
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- Indicates Existing Structure
 - Indicates Traffic Direction
 - Indicates Minimum Vertical Clearance
- NOTES:
- 16'-6" Minimum vertical clearance.
 - 18'-6" Minimum vertical clearance.

- ① Retaining Wall
- ② Forestay Cables
- ③ Backstay Cables
- ④ Pylon
- ⑤ Embankment



TYPICAL SECTION - SIGNATURE SPAN

④	CURVE DATA	⑤	CURVE DATA
R	= 100.00'	R	= 150.00'
Δ	= 24°58'31"	Δ	= 36°25'16"
T	= 22.15'	T	= 49.35'
L	= 43.59'	L	= 95.35'



TYPICAL SECTION

DESIGN OVERSIGHT
SIGN OFF DATE

ADVANCE PLANNING STUDY SHEET
(ENGLISH) (REVISION 8/16/2021)

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SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE

ADVANCED PLANNING STUDY

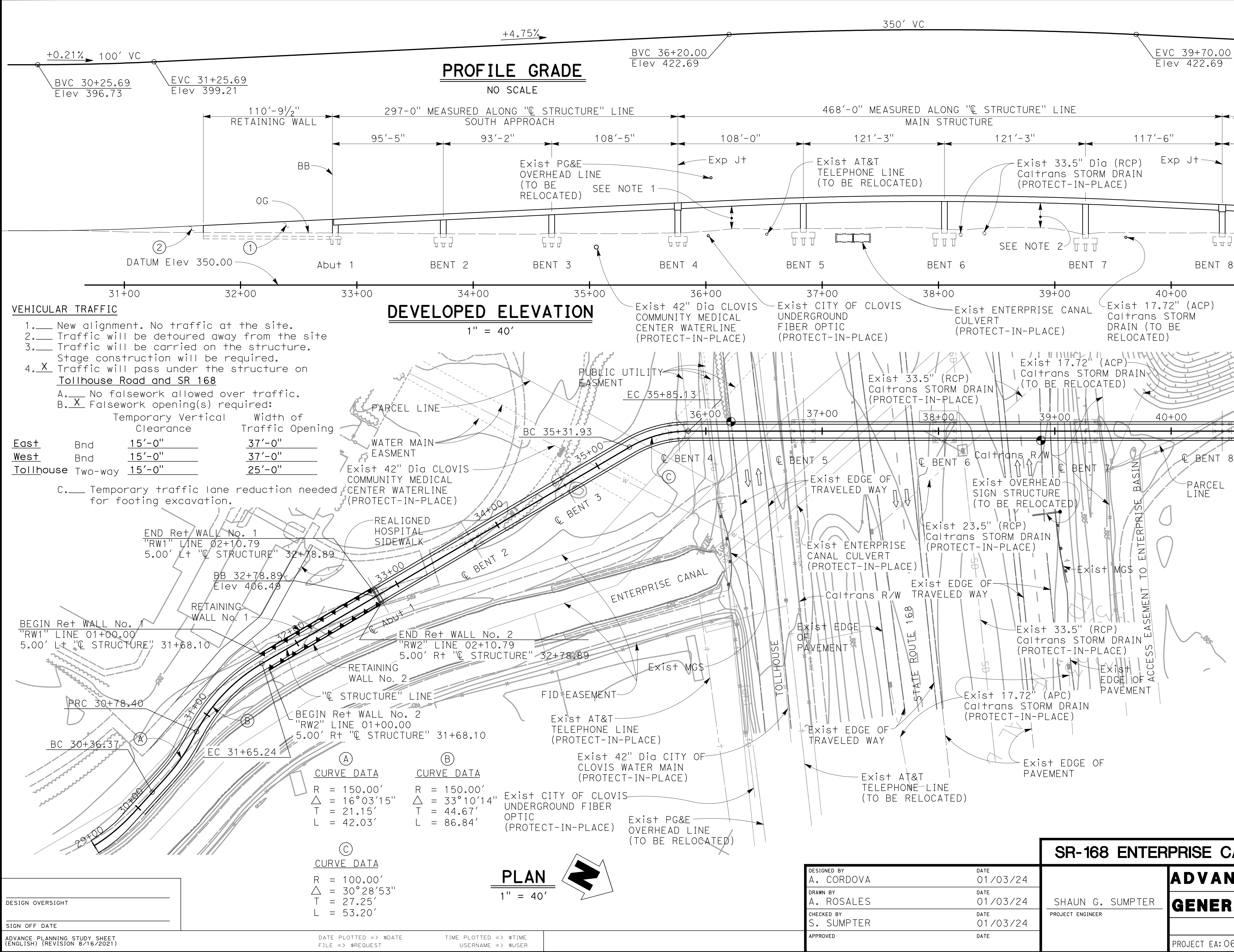
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SHAUN G. SUMPTER
PROJECT ENGINEER

BRIDGE No.:

PROJECT EA: 06-OU840

PROJECT NUMBER & PHASE:



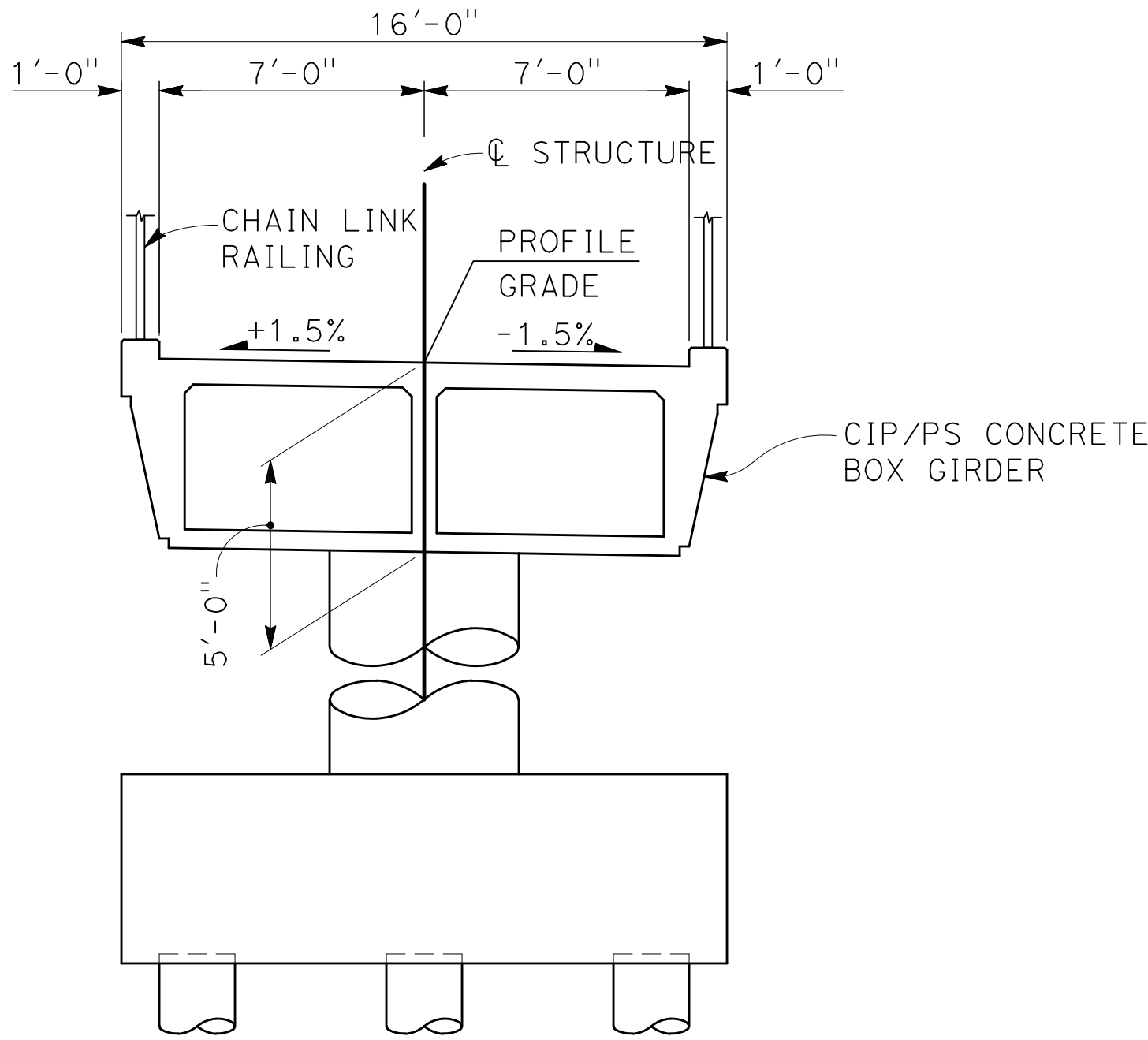
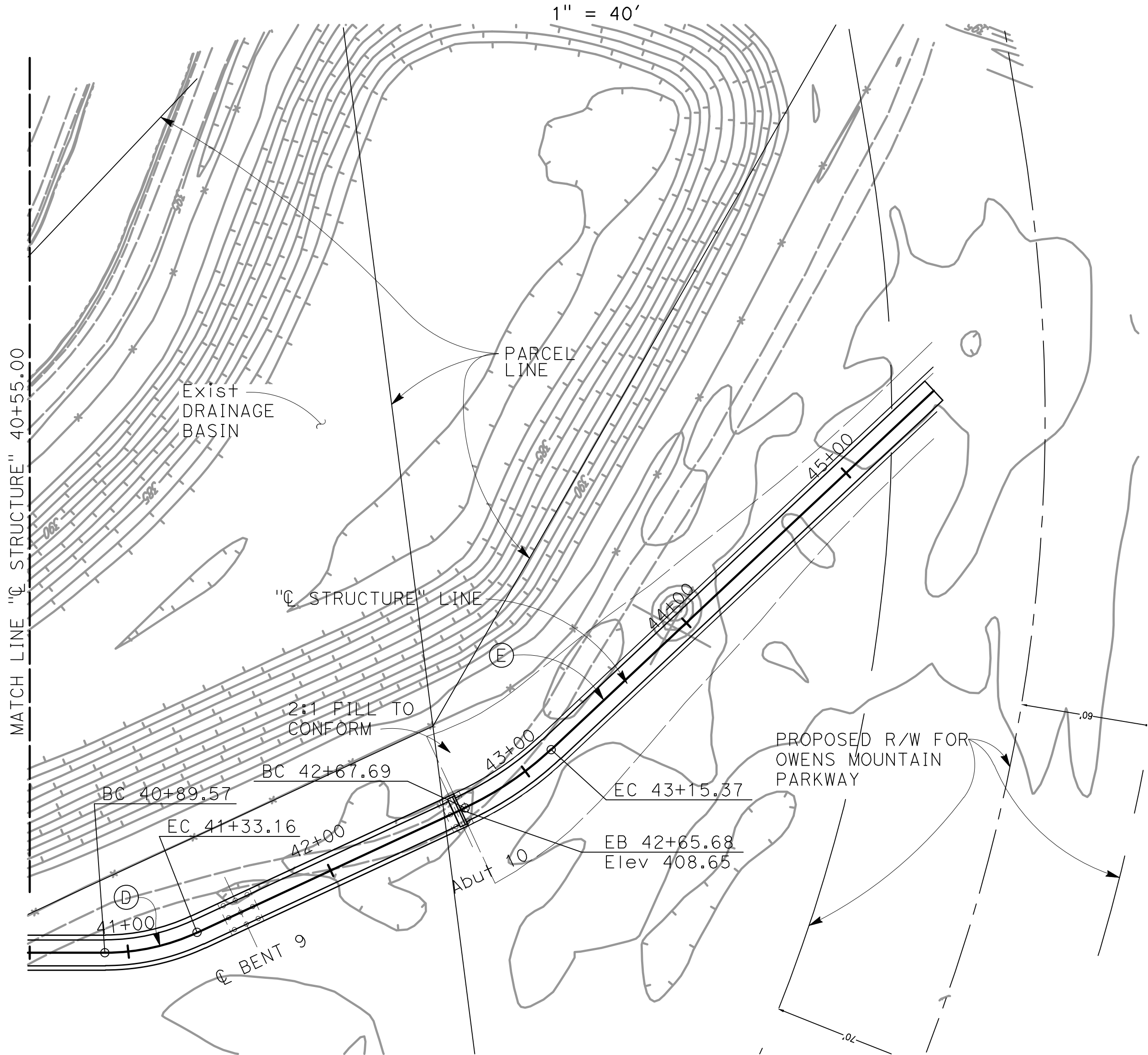
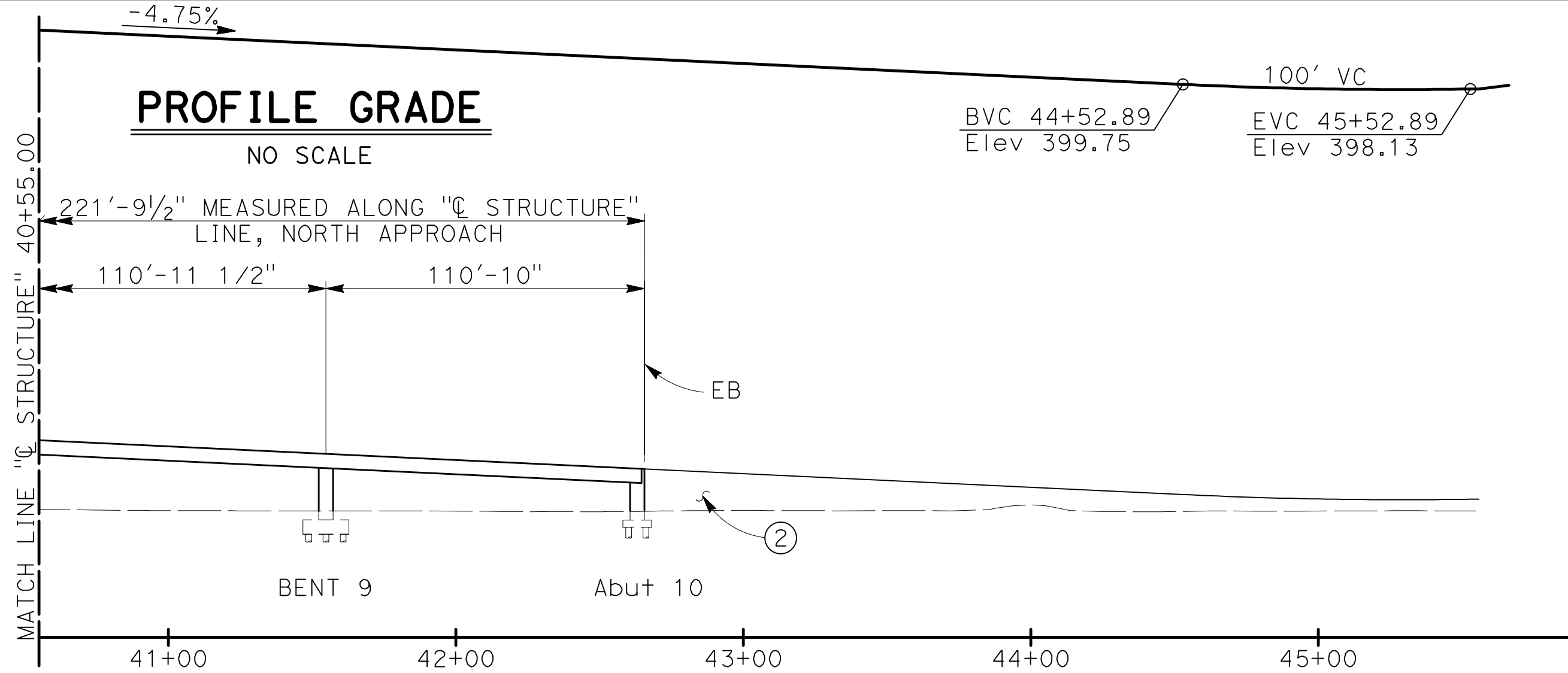
Dist	COUNTY	ROUTE	POST MILE
06	FRE	168	R9.4/R9.5
CITY OF CLOVIS 1033 FIFTH STREET CLOVIS, CALIFORNIA 93612			
BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704			

- LEGEND:
- Indicates Existing Structure
 - Indicates Traffic Direction
 - Indicates Minimum Vertical Clearance

- NOTES:
1. 16'-6" Minimum vertical clearance.
 2. 18'-6" Minimum vertical clearance.
- ① Retaining Wall
② Embankment

Dist	COUNTY	ROUTE	POST MILE
06	FRE	168	R9.4/R9.5
CITY OF CLOVIS 1033 FIFTH STREET CLOVIS, CALIFORNIA 93612			
BIGGS CARDOSA ASSOCIATES INC. 5250 N. PALM AVENUE, SUITE 211 FRESNO, CALIFORNIA 93704			

- LEGEND:
- Indicates Existing Structure
 - ➡ Indicates Traffic Direction
 - ⦿ Indicates Minimum Vertical Clearance
- NOTES:
- 16'-6" Minimum vertical clearance.
 - 18'-6" Minimum vertical clearance.
- ① Retaining Wall
- ② Embankment



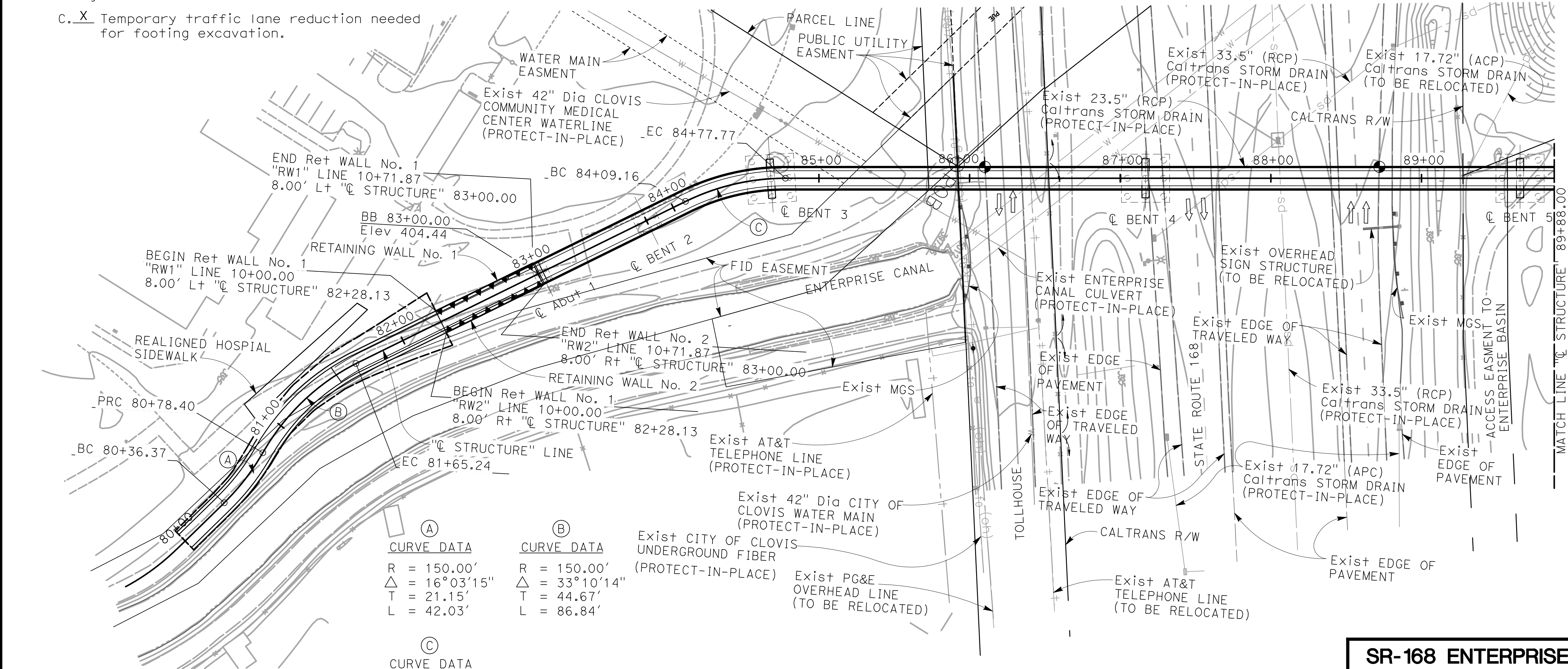
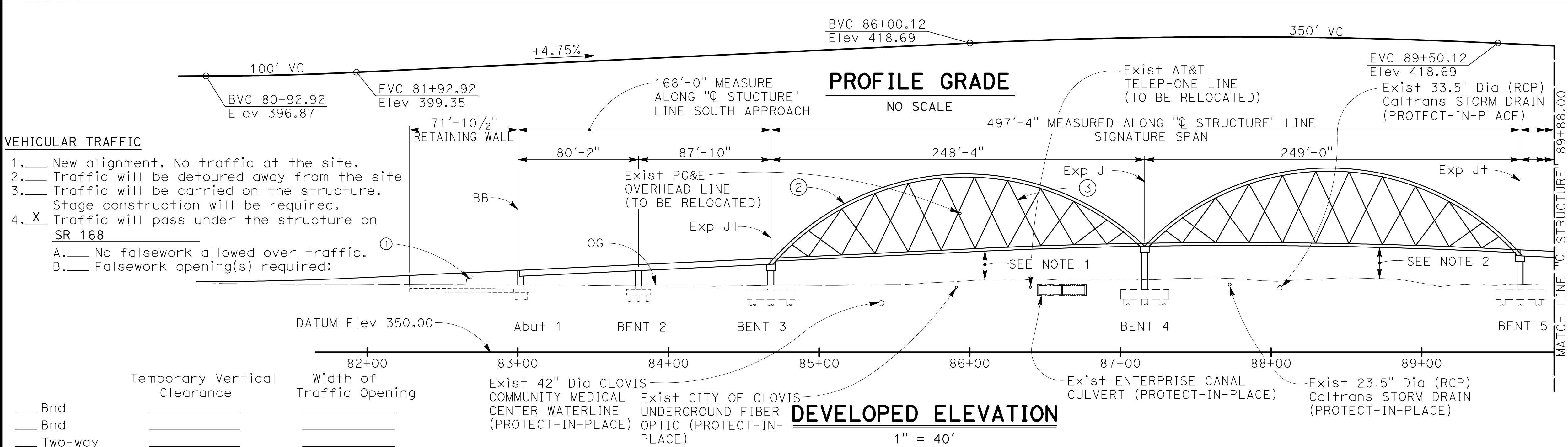
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L = 43.59'		L = 47.68'	

DESIGNED BY A. CORDOVA	DATE 01/03/24
DRAWN BY A. ROSALES	DATE 01/03/24
CHECKED BY S. SUMPTER	DATE 01/03/24
APPROVED	DATE

SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE			
SHAUN G. SUMPTER PROJECT ENGINEER		ADVANCED PLANNING STUDY	
		GENERAL PLAN No. 2 TYPE 2	
		BRIDGE No.:	
		PROJECT EA: 06-OU840 PROJECT NUMBER & PHASE:	

DESIGN OVERSIGHT
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ADVANCE PLANNING STUDY SHEET (ENGLISH) (REVISION 8/16/2021)		

PROFILE GRADE

NO SCALE

289'-4" MEASURED ALONG "C STRUCTURE" LINE

NORTH APPROACH

102'-6" 92'-6" 94'-4"

EB

BENT 6 BENT 7 Abut 8

MATCH LINE "C STRUCTURE"

89+88.00

90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00

DEVELOPED ELEVATION

1" = 40'

BVC 93+93.85 Elev 397.61

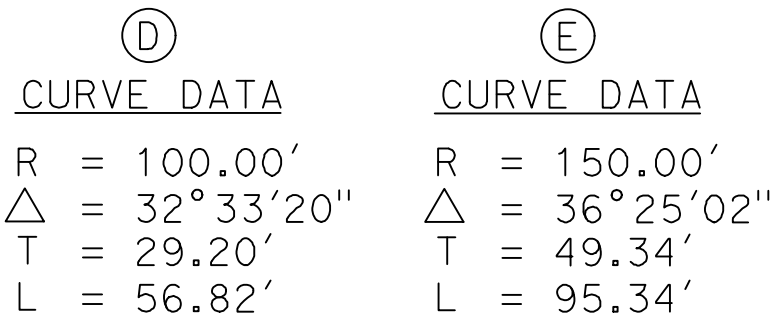
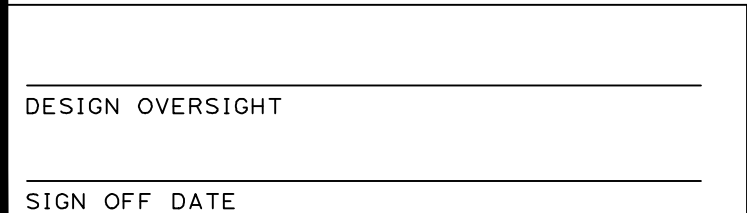
EVC 94+93.85 Elev 395.99

-4.75%

+1.50%

4

- NOTES:
1. 16'-6" Minimum vertical clearance.
 2. 18'-6" Minimum vertical clearance.



SR-168 ENTERPRISE CANAL PEDESTRIAN BRIDGE				
SHAUN G. SUMPTER PROJECT ENGINEER	ADVANCED PLANNING STUDY			
	GENERAL PLAN No. 2 TYPE 3			
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PROJECT EA: 06-0U840	BRIDGE No.:			
	PROJECT NUMBER & PHASE:			

DRAFT STRUCTURE PRELIMINARY GEOTECHNICAL REPORT
ENTERPRISE CANAL TRAIL PEDESTRIAN OVERCROSSING OVER STATE ROUTE 168
(BRIDGE NO. XX-XXXX)
CLOVIS, CALIFORNIA
06-FRE-168-PM R9.4-R9.5 EA 06-OU840
PROJECT ID 0616000055

For

BIGGS CARDOSA ASSOCIATES, INC.
5250 N Palm Ave., Suite 211
Fresno, CA 93704



PARIKH CONSULTANTS, INC.
1497 N. Milpitas Blvd
Milpitas, CA 95035
(408) 452-9000

January 18, 2023 (DRAFT)

Job No. 2019-137-FDN

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APPENDICES

APPENDIX I: SITE MAP

- Plate 1: Project Location Map
- Plate 2: Geologic Map
- Plate 3: Fault Map
- Plate 4: Recommended Response Spectrum

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APPENDIX IIIA: LOG OF TEST BORINGS (LOTBs)

APPENDIX IIIB: AVAILABLE PLANS

APPENDIX IV: CALCULATION PACKAGE

- Appendix IV-1: Strength Parameters & Vs30 Calculation
- Appendix IV-2: Liquefaction Potential Analyses
- Appendix IV-3: Axial Pile Capacity Analyses

APPENDIX V: GROUNDWATER DATA

APPENDIX VI: ADVANCED PLANNING STUDY (APS) PLANS



**DRAFT STRUCTURE PRELIMINARY GEOTECHNICAL REPORT
ENTERPRISE CANAL TRAIL PEDESTRIAN OVERCROSSING OVER STATE ROUTE 168
(BRIDGE NO. XX-XXXX)
CLOVIS, CALIFORNIA
06-FRE-168-PM R9.4-R9.5 EA 06-0U840
PROJECT ID 0616000055**

1.0 INTRODUCTION

This “Structure Preliminary Geotechnical Report” provides preliminary foundation information for the proposed Enterprise Canal Trail Pedestrian Overcrossing over State Route 168 (hereinafter referred to as “Project”) in the City of Clovis (City), California. The work was performed in general accordance with the scope of work outlined in our proposal to Biggs Cardosa Associates, Inc. (Designer).

The scope of work performed for this investigation included a review of the readily available soils and geologic literature pertaining to the Project site; site reconnaissance; engineering analyses; and preparation of this report. Our geotechnical recommendations are based on Advance Planning Study (APS) plans provided by the Designer (Appendix VI).

The purpose of this report is to evaluate the general subsurface soil conditions at the Project site, to evaluate their engineering properties, and to provide preliminary foundation design recommendations for the proposed Project. The approximate location of the Project site is shown in Plate 1 in Appendix I.

2.0 PROJECT DESCRIPTION

The City, in coordination with the California Department of Transportation (Caltrans), proposes to construct a bicycle/pedestrian, Class 1 overcrossing spanning the State Route 168 (SR-168) east of Temperance Avenue and south of Owens Mountain Parkway in Clovis, CA. The Project would extend the Enterprise Canal Trail south of the freeway and provide direct pedestrian access to the Clovis Community Hospital Complex. The bridge over SR-168 will be approximately 18 feet wide and 460 feet long, provide a minimum vertical clearance of 18.5 feet, with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches may consist of embankment fill, retaining walls or approach structures.

The bridge alignment can be described as follows: Starting from the north, the trail curves off from the future Owens Mountain Parkway, climbing in elevation and supported on embankment. The trail has a total width of 14 feet with a 10-foot-wide paved surface and 2-foot-wide unpaved shoulders on each side. The embankment portion then transitions to an approach bridge with the trail maintaining a clear width of 14 feet between bridge barriers/fence. Traveling south over SR-168, the approach bridge transitions to the signature bridge.

The signature bridge transitions back to an approach bridge on the south side of Tollhouse Road, spanning over the existing water main. The approach bridge continues south, transitioning to retained embankment with the return of the 2-foot-wide unpaved shoulders. Finally, the retaining walls recede, and the trail conforms to the existing FID access road along the west embankment of the Enterprise Canal.

Most of the elevations referenced within this report are based on the North American Vertical Datum of 1988 (NAVD 88), unless otherwise noted.

3.0 EXCEPTIONS TO POLICIES AND PROCEDURES

No exceptions to the policy. The design will follow Caltrans policy and design guidelines.

4.0 GEOTECHNICAL INVESTIGATION

PARIKH has not performed any field investigation during this preliminary design phase. With the purpose of developing preliminary recommendations for the Project, we reviewed available information for the existing Enterprise Canal Box Culvert that runs diagonally through the proposed Project, and the Temperance Expressway Undercrossing located approximately 1,760 feet southwest of the proposed Project. The data consisted of the following log of test boring (LOTB) sheets:

- Enterprise Canal Box Culvert, Bridge No. 42-0422. Checked on December 1997.
- Temperance Expressway Undercrossing, Bridge No. 42-0410 L/R. Checked on May 1998.

Table 1 summarizes the as-built LOTBs reviewed for the Project.

Table 1 – Summary of Field Explorations

Structure	Exploration ID.	Boring Type	Approximate Ground Surface Elevation (ft) ⁽²⁾	Approximate Exploration Depth (ft)	Completion Date
Enterprise Canal Box Culvert (Bridge No. 42-0422)	ECB-1	6-inch Rotary Sample Boring (Wet)	392.5±	31.5	06/12/1997
	ECB-2	6-inch Rotary Sample Boring (Wet)	392.4±	31.5	06/12/1997
Temperance Expressway Undercrossing (Bridge No. 42-0410 L/R)	TB-1	6-inch Rotary Sample Boring (Wet)	386.5±	77.0	06/11/1997
	TB-2	6-inch Rotary Sample Boring (Wet)	386.9±	77.0	06/11/1997
	TB-3	6-inch Rotary Sample Boring (Wet)	386.4±	77.0	06/12/1997
	TB-4	6-inch Rotary Sample Boring (Wet)	386.6±	77.0	06/11/1997

Copies of the as-built LOTBs listed in Table 1 are included in Appendix IIIA.

5.0 GEOTECHNICAL CONDITIONS

5.1 Geology

The Project site is located in the Great Central Valley Geomorphic Province. Geologic unit extents and descriptions have been derived from the “Geologic Map of California, Fresno Sheet”, California Division of Mines and Geology.

Based on the Geologic Map shown in Plate 2 in Appendix I, the Project site is underlain by Pleistocene non-marine sedimentary deposits and is composed of sand, silt, and clay.

A well drilled at 7532 North Locan Avenue (WCR2020-007712) located about 500 feet northeast of the Project site described fractured decomposed granite as occurring between 180 to 200 feet below surface with granite occurring at about 200 feet below surface. However, the report also describes a hard red clay as occurring from 100 to 180 feet below surface which is possibly a soft or moderately soft mudstone.

5.2 Surface Conditions

The Project area is generally flat and slopes gently towards the southwest. SR-168 runs southwest/northeast directly through the Project.

Historical aerial photographs and topographic maps indicate the Project area was used for agriculture since at least the early 1940’s and probably since the early 1900’s. The Enterprise Canal flows through the Project site and appears to have been built prior to 1923. Urban and commercial development has been encroaching in the Project area since about the early 1990’s.

Geologic and elevation data relative to the Project site does not indicate the presence of geologic hazards such as landslides, slope failure, rockfalls, or debris flows.

5.3 Subsurface Conditions

Information from six (6) geotechnical borings are available near this structure (Table 1).

Based on the two as-built LOTBs (ECB-1 and ECB-2) drilled at the location of the Enterprise Canal Box Culvert (Bridge No. 42-0422), which is the closest structure to the proposed Project, the site is generally underlain by alternating layers of medium dense to dense clayey sand, and very stiff to hard sandy lean clay, and clay to the depth of approximately 31.5 feet below ground surface (bgs) (approximate El. 361 feet).

Based on the four as-built LOTBs (TB-1 to TB-4) drilled at the location of the Temperance Expressway Undercrossing (Bridge No. 42-0410 L/R), which is located approximately 1,760 feet southwest of the proposed Project, the site is generally underlain by alternating layers of medium dense to dense silty sand and clayey sand, and very stiff to hard sandy silt, sandy lean clay, and clay to the depth of approximately 77 feet bgs (approximate El. 309 feet).

Based on the above, we conclude that the soil conditions at the proposed Project site consist of alternating layers of very stiff to hard cohesive soils, and medium dense to dense granular soils.

Note that none of the available LOTBs are sufficiently deep to support the foundation design of the proposed Project. In addition, the number of available LOTBs at the location of the proposed Project is not enough to support the foundation design of each proposed abutment and bent.

For these reasons, additional field explorations should be performed in the Plans, Specifications, and Estimate (PS&E) phase of the Project to confirm the subsurface conditions.

6.0 GROUNDWATER

Groundwater was not noted or not measured due to the rotary wash drilling method within the depths of exploration in any of the available LOTBs listed in Table 1.

A groundwater monitoring well (12S21E34H001M) from near to the Project had a depth to groundwater measured in September of years 2015 to 2020 from 66.1 to 58.5 feet bgs. A well drilled in 1963 at 7532 North Locan Avenue (WCR0123026) located about 500 feet north-east of the Project site encountered groundwater at a depth 52 feet bgs. Another well drilled at the same location in 2020 (WCR2020-007712) encountered groundwater at 61 feet bgs.

Groundwater data is shown in Appendix V.

To account for seasonal and other potential groundwater fluctuations, a conservative design groundwater depth of 50 feet is recommended for design (i.e., approximate Elev. 342.5 feet).

Please note that groundwater may vary due to seasonal groundwater fluctuation, subsurface flows or seepages, ground surface run-off, and other factors that may not be present at the time of the investigation.

Additional field explorations should be performed in the PS&E phase of the Project to confirm the site groundwater conditions.

7.0 AS-BUILT FOUNDATION DATA

The closest structure to the proposed Project is the Enterprise Canal Box Culvert (Bridge No. 42-0422). Based on the as-built plans, the reinforced concrete box culvert has a width of approximately 22 feet and spans diagonally across the SR-168. The structure comprises inlet and outlet wingwalls. The box culvert and wing walls are supported on shallow foundations.

The available plans are presented in Appendix III-B.

8.0 SCOUR DATA

The subject was considered and was determined not applicable to the proposed structure because the proposed Project does not span a watercourse.

9.0 CORROSION EVALUATION

No corrosion studies were conducted by PARIKH at this stage. The “Foundation Report, Temperance Expressway Undercrossing at State Route 168, State Bridge No. 42-0410 L/R, Clovis, California” (Kleinfelder, 1998) provides corrosion potential test results for three composite samples. The Temperance Expressway Undercrossing is located approximately 1,760 feet southwest of the proposed Project. The corrosion test results are summarized in Table 2.

Table 2 – Corrosion Test Results

Sample No. ⁽¹⁾	Minimum Resistivity (ohm-cm)	pH	Chloride (ppm)	Sulfate (ppm)	Corrosive? ⁽²⁾
A	1,850	7.87	< 0.1	95.4	No
B	4,090	6.46	< 0.1	9.9	No
C	3,960	6.67	< 0.1	3.6	No

Notes:

(1) Composite sample details:

- Sample A: Composite sample consisting of soils from Boring TB-1 at Elev. 347.1, 336.6, and 346.5 feet.
- Sample B: Composite sample consisting of soils from Boring TB-2 at Elev. 384.5, 381.9, and 376.0 feet.
- Sample C: Composite sample consisting of soils from Boring TB-3 at Elev. 385.5, 380.9, and 375.3 feet.

(2) According to the Corrosion Module of the Caltrans Geotechnical Manual dated March 2022, for structural elements, Caltrans considers a site to be corrosive if one or more of the following conditions exist for the representative soil and/or water samples taken at the site:

- Chloride concentration is 500 ppm or greater
- Sulfate concentration is 1,500 ppm or greater
- pH is 5.5 or less

Based on current Caltrans standards, the Project site soils are considered non-corrosive. Chemical tests should be performed in the PS&E phase of the Project on geotechnical samples to confirm the corrosion potential of the site soils.

10.0 SEISMIC INFORMATION

The proposed Project lies in central California within one of the most seismically active areas in the United States. Plate 3 in Appendix I shows the location of major faults and fault systems in relation to the proposed Project. The closest active faults to the Project are the historic aged Great Valley Thrust System, Section 13 and Section 14, located about 45 and 56 miles to the southwest respectively.

Section 13 dips 10 to 15 degrees to the southwest and strikes at about 130 degrees. The fault has been associated with several earthquakes, including a 6.3M which occurred in 1983 and partly destroyed the town of Coalinga. Section 14 dips 22 degrees to the west and strikes at about 100 degrees.

10.1 Ground Motion Hazard

The recommended design response spectra for the Project site were determined using the Caltrans ARS Online tool (V3.0.2) which is consistent with the Caltrans Seismic Design Criteria (SDC) version 2.0 (V2.0).

For Caltrans SDC, V2.0, the Design Spectrum is based on the USGS 975-year uniform hazard spectrum only. Effective December 1, 2019, the USGS hazard spectrum is based on the 2014 National Hazard Map per the memorandum from the State Bridge Engineer. The updated Design Spectrum continues the use of near-fault adjustment factors and basin amplification factors. The only change to these factors is the use of the Campbell-Bozorgnia (2014) and Chiou-Youngs (2014) basin amplification factors, updated from their 2008 models.

The development of the design ARS curve is based on several input parameters, including site location (longitude/latitude), average shear wave velocity for the top 30 meters/100 feet (v_{s30}), and other site parameters, such as fault characteristics and site-to-fault distances.

Average shear wave velocities for the top 100 feet of soils at the site were estimated by using established correlations and procedure provided in Caltrans Methodology for Developing Design Response Spectrum for use in Seismic Design Recommendations (2012). Shear wave velocity calculations are presented in Appendix IV-1.

Based on the subsurface data, the site is classified as “Class S2 Soil” per Caltrans SDC, V2.0, which will need to be verified during the PS&E phase of the Project. The site location and the relevant parameters are summarized in Table 3, the recommended design ARS curve is presented in Plate 4 in Appendix I, and the Caltrans ARS Online tool output in Appendix II.

Table 3 – Recommended Ground Motion Parameters for Geotechnical Design

Site Parameters			Design Ground Motion Parameters (Return Period = 975 years)		
Locations		Shear-Wave Velocity v_{s30} , m/sec	Horizontal Peak Ground Acceleration (HPGA) ⁽¹⁾ , g	Mean Earthquake ⁽¹⁾ M, Moment Magnitude	Mean Site-to-fault/ Rupture Surface Distance ⁽¹⁾ Rrup, mi
Latitude, degrees	Longitude, degrees				
36.84538°N	119.65925°W	233	0.24	6.29	53.9

Notes:

(1) Based on the Caltrans web tool ARS Online (Version 3.0.2).

Additional field explorations should be performed in the PS&E phase of the Project to confirm the shear wave velocity and the design ARS curve.

10.2 Other Seismic Hazards

Primary seismic hazards include ground shaking and surface fault rupture. Secondary seismic effects resulting from soil responses to ground shaking include liquefaction and landslides. These hazards may cause deformation of man-made structures and are discussed in the following sections.

Earthquake-induced ground-shaking is a seismic hazard that can result in liquefaction, lurching, lateral spreading of soils, and landslide of soil and rock as well as the dynamic oscillation of man-made structures. Differential settlements can occur at the ground surface due to subsurface liquefaction and densification caused by strong ground-shaking.

The Project site has been determined not to have the potential for surface fault rupture, liquefaction, seismic-induced slope failure, or tsunami.

10.2.1 Surface Fault Rupture Potential

The California Geological Survey has not yet developed Earthquake Zones of Required Investigation maps or Seismic Hazard Zone Reports for the site enclosing the Clovis 7.5-minute Quadrangle; hence the Project does not lay within an Alquist-Priolo Earthquake Fault Zone or Seismic Hazard Zone.

The United States Geological Survey (USGS) Quaternary Fault and Fold Database shows that the Project is not located within 1,000 feet of an unzoned fault that is Holocene/latest Pleistocene (15,000 years) or younger in age. Accordingly, a Surface Fault Rupture Displacement Hazard Analysis, as per the Caltrans Fault Rupture module, is not required.

Therefore, per Memo-To-Designers (MTD) 20-10, the structure is not considered susceptible to surface fault rupture hazards.

10.2.2 Liquefaction Potential

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary but essentially total loss of shear strength under the reversing, cyclic shear stresses associated with earthquake shaking. As stated in the Caltrans Geotechnical Manual, “Liquefaction Evaluation” module dated January 2020, soil types that are susceptible to liquefaction are sand, silty sand, low plasticity ($PI < 7$) silt and, in unusual cases, gravel. Rock and most clay soils are not liquefiable.

We evaluated the potential for liquefaction at the Project site using the available LOTB data. Results of the liquefaction potential analyses are presented in Appendix IV-2. Based on our evaluation, the liquefaction potential does not exist at the Project site. Hence, liquefaction is not expected to be considered in the geotechnical design for the Project.

Additional field explorations should be performed in the PS&E phase of the Project to confirm the liquefaction potential.

10.2.3 Seismic Slope Stability / Lateral Spreading Potential

Seismic slope instability and lateral spreading potential of the proposed abutments seem not to be a design issue due to the nonexistent liquefaction potential at the Project site. Slope stability analyses of the proposed abutments will be performed when the final configuration of the approach walls and footing depths are determined by the structure designer and become available.

Seismic slope stability analyses will be performed to evaluate the overall stability at the proposed abutments and approach walls. The pseudo-static analysis will be performed with a horizontal seismic coefficient (k_h) equal to $0.12g$ ($1/2 \times PGA$) for pile supported structures and $0.08g$ ($1/3 \times PGA$) for retaining walls on spread footings that can be considered as sliding walls.

10.2.4 Tsunami

The Project site is located about 200 miles from the nearest coastline. Based on the above information and per MTD 20-13, a tsunami hazard does not exist at the site.

11.0 GEOTECHNICAL RECOMMENDATIONS

11.1 General

This report was prepared specifically for the proposed Enterprise Canal Trail Pedestrian Overcrossing over State Route 168 Project. Our preliminary design recommendations were developed based on the available as-built boring data at the Project site.

Additional explorations should be performed during the PS&E Phase of the Project to verify the recommendations.

11.2 Foundation Pile Selection

As discussed in Section 5.3, the subsoils at the Project site consist of alternating layers of very stiff to hard cohesive soils, and medium dense to dense granular soils. Groundwater is deep, conservatively assumed approximately 50 feet bgs (approximate Elev. 342.0 feet) for design purposes but is expected to be deeper during construction.

Based on the soil conditions, the most suitable foundation types are listed below:

Large Diameter Concrete-In-Drilled-Hole (CIDH) Shafts: Large diameter drilled shafts, those with diameters greater than 24 inches, are recommended for support. Caving and flowing soils may be expected at shallow depths; hence, temporary casing may be needed. The wet/slurry construction method may need to be considered for shaft installation. Preliminary “unfactored” axial capacities were computed for 100-foot-long CIDH piles with diameters varying between 24 and 96 inches. The CIDH pile length should be limited to 30 times the pile diameter to ensure constructability and quality per Caltrans Memo-To-Designers 3-1. For the vertical pile design, group effects need to be verified according to Table 10.8.3.6.3-1 of the California Amendments to the AASHTO LRFD BDS 8th Edition. The results of the analyses are presented in Appendix IV-3.

Driven Non-Displacement Piles: Driven non-displacement open-ended pipe piles are recommended due to the potential hard driving conditions through soil layers with high blow counts. H-piles are also feasible for foundation support, however installed pile lengths are expected to be variable and difficult to predict in these subsurface conditions. Preliminary “unfactored” axial capacities were computed 100-foot long 16-inch-diameter (Caltrans Standard Alt. “W”) pipe piles. For the vertical pile design, group effects need to be verified according to Section 10.7.3.9 of AASHTO LRFD BDS 8th Edition.

The results of the analyses are presented in Appendix IV-3. Note that driven piles may not be feasible if noise and vibration constraints exist.

The following assumptions were made during the axial pile capacity analyses:

- Existing Grade at Elev. 392.5 feet
- Pile Cut-Off at Elev. 388.5 feet
- We neglected the upper 10 feet of CIDH pile capacity assuming need for permanent casing for Type II shaft construction.
- We extended the last layer shown in Table 5 until Elev. 292.5 feet in order to evaluate 100-foot-long CIDH piles.

Additional field explorations and laboratory testing should be performed in the PS&E phase of the Project to confirm the axial capacities.

For preliminary cost estimation purposes, the lateral pile capacity can be evaluated based on the soil profile and strength parameters shown in Table 4.

Table 4 – Generalized Soil Profile and LPILE Parameters

Elevation		Soil Type ^(1, 2, 3) (L-PILE Soil Type)	Probable Soil Strength	Total Unit Weight ⁽⁴⁾ (pcf)
(ft)	(ft)			
392.5	388.5	Clayey Sand (SC) (Sand, Reese)	$\phi = 30$ degrees	120
388.5	379.0	Clayey Sand (SC) (Sand, Reese)	$\phi = 38$ degrees	120
379.0	357.0	Clayey Sand (SC) (Sand, Reese)	$\phi = 35$ degrees	120
357.0	322.0	Sandy Silt (ML), Silty Sand (SM) (Sand, Reese)	$\phi = 32$ degrees	120
322.0	309.5	Clayey Sand (SC), Silty Sand (SM) (Sand, Reese)	$\phi = 36$ degrees	120

Notes:

(1) The upper 31 feet of the soil profile are based on soil borings ECB-1 and ECB-2, Enterprise Canal Box Culvert, Bridge No. 42-0422. Average existing grade at approximate Elev. 392.5 feet.

(2) From 31 feet to end of exploration, the soil profile is based on soil borings TB-1 to TB-4, Temperance Expressway Undercrossing, Bridge No. 42-0410 L/R. Average existing grade at approximate Elev. 386.5 feet.

(3) Soil type for each layer is the dominant soil type. Interbedded lenses of different materials can be found within each layer.

(4) Design groundwater at Elev. 342.5 feet. Effective unit weight (i.e., = total unit weight - 62.4 pcf) should be used below the groundwater level.

(5) For the lateral pile design, group effect will be accounted by applying a p-multiplier determined based on Table 10.7.2.4-1 of the California Amendments to the AASHTO LRFD BDS 8th Edition.

The proposed pile foundation could impose additional lateral stress during seismic events that could impact the existing Enterprise Canal. We recommend the new piles to be located at a minimum distance of 8 times the pile diameter (8D) from the canal walls to minimize their impact in the canal. If this is not feasible, we recommend predilling the piles from the existing surface to approximately 5 feet below the existing culvert invert, and then drive the piles to the pile tip elevation. CIDH piles could also be constructed at the site.

Note that excavation and shoring are required for footing/pile cap construction regardless of the type of pile selected. In all cases (i.e., driven or CIDH piles) we recommend locating the pile cap below the existing culvert invert to minimize the development of passive loads on the canal.

Foundation type, global stability of the abutments, and mitigation measures, if needed, should be further evaluated during the PS&E phase of the Project based on the proposed configuration and the additional boring data.

12.0 ADDITIONAL FIELD WORK AND LABORATORY TESTING

The available site information does not provide adequate data to complete the design recommendations for the proposed Project.

Therefore, a field investigation consisting of nine (9) exploratory borings and laboratory testing should be considered to characterize the Project site, as described in Table 5.

Table 5 – Additional Field Explorations

Support ID.	No. of Explorations	Assumptions
Abutments 1 and 9 Bents 2 to 8	Nine (9) Soil Borings	One (1) soil boring per support Depth of boring= 120 feet

Notes:

(1) The penetration of Cone Penetration Tests (CPT)s may be limited because the as-built LOTBs indicate the presence of hard/dense soils. Depending on the boring data, some of the borings may be replaced with CPTs.

The actual number, depths, and locations of the soil borings and/or CPTs should be confirmed when the structural and foundation types have been determined. The exploration locations may be dictated by the utility conflict. Some of the borings may occur within Caltrans's right-of-way, which will require an encroachment permit. We expect the explorations can be performed away from the traffic and traffic control may not be required. Drilling permits will be required from the Fresno County Environmental Health Agency and/or the City of Clovis.

For foundation design of the proposed Project, laboratory tests may include Moisture Content (ASTM D2216), Unit Weight (ASTM D7263), Plasticity Index (AASHTO T 90), Liquid Limits (AASHTO T89), Particle-Size Distribution (ASTM D6913), Unconfined Compression (ASTM D2166), Unconsolidated-Undrained Triaxial (ASTM D2850), Consolidation (ASTM D2435), and Corrosivity (CTM 643, 422, and 417).

13.0 REPORT COPY LIST

This report will be transmitted to the prime designer, Biggs Cardosa Associates, Inc., for further distribution.

14.0 INVESTIGATION LIMITATIONS

Our services consist of professional opinions and recommendations made in accordance with generally accepted geotechnical engineering principles and practices and are based on our site reconnaissance and the assumption that the subsurface conditions do not deviate from observed conditions. All work done is in accordance with generally accepted geotechnical engineering principles and practices. No warranty, expressed or implied, of merchantability or fitness, is made or intended in connection with our work or by the furnishing of oral or written reports or findings.

The scope of our services did not include any environmental assessment or investigation for the presence or absence of hazardous or toxic materials in structures, soil, surface water, groundwater, or air, below or around this site.

Unanticipated soil conditions are commonly encountered and cannot be fully determined by taking soil samples and excavating test borings; different soil conditions may require additional expenditures be made during construction to attain a properly constructed project. Some contingency fund is thus recommended to accommodate these possible extra costs.

This report has been prepared for the proposed Project as described earlier to support the structural design of the Project elements. In the event, any changes in the design or location of the facilities are planned, or if any variations or undesirable conditions are encountered during construction, our conclusions and recommendations shall not be considered valid unless the changes or variations are reviewed, and our recommendations modified or approved by us in writing.

This report is issued with the understanding that it is the structure designer's responsibility to ensure that the information and recommendations contained herein are incorporated into the Project and that necessary steps are also taken to see that the recommendations are carried out in the field.

The findings in this report are valid as of the present date. However, changes in the subsurface conditions can occur with the passage of time, whether they are due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur, whether they result from legislation or from the broadening of knowledge. Accordingly, the findings in this report might be invalidated, wholly or partially, by changes outside of our control.

Respectfully submitted,
PARIKH CONSULTANTS, INC.

**** DRAFT ****

Jorge Turbay, P.E. 73141
Senior Project Engineer

**** DRAFT ****

Y. David Wang, Ph.D., P.E. 52911
Senior Engineer

REFERENCES

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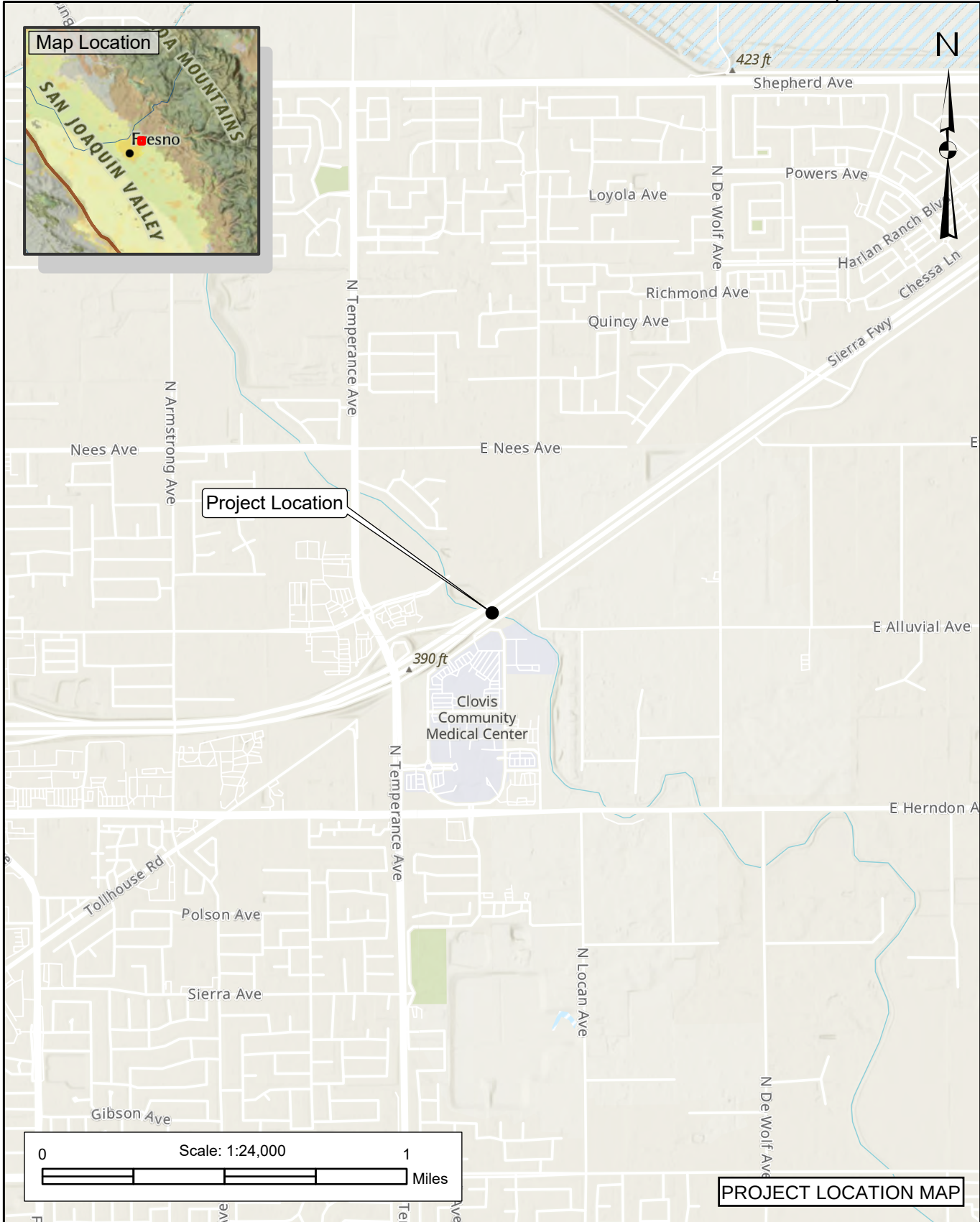
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(<http://earthquake.usgs.gov/hazards/qfaults/>).

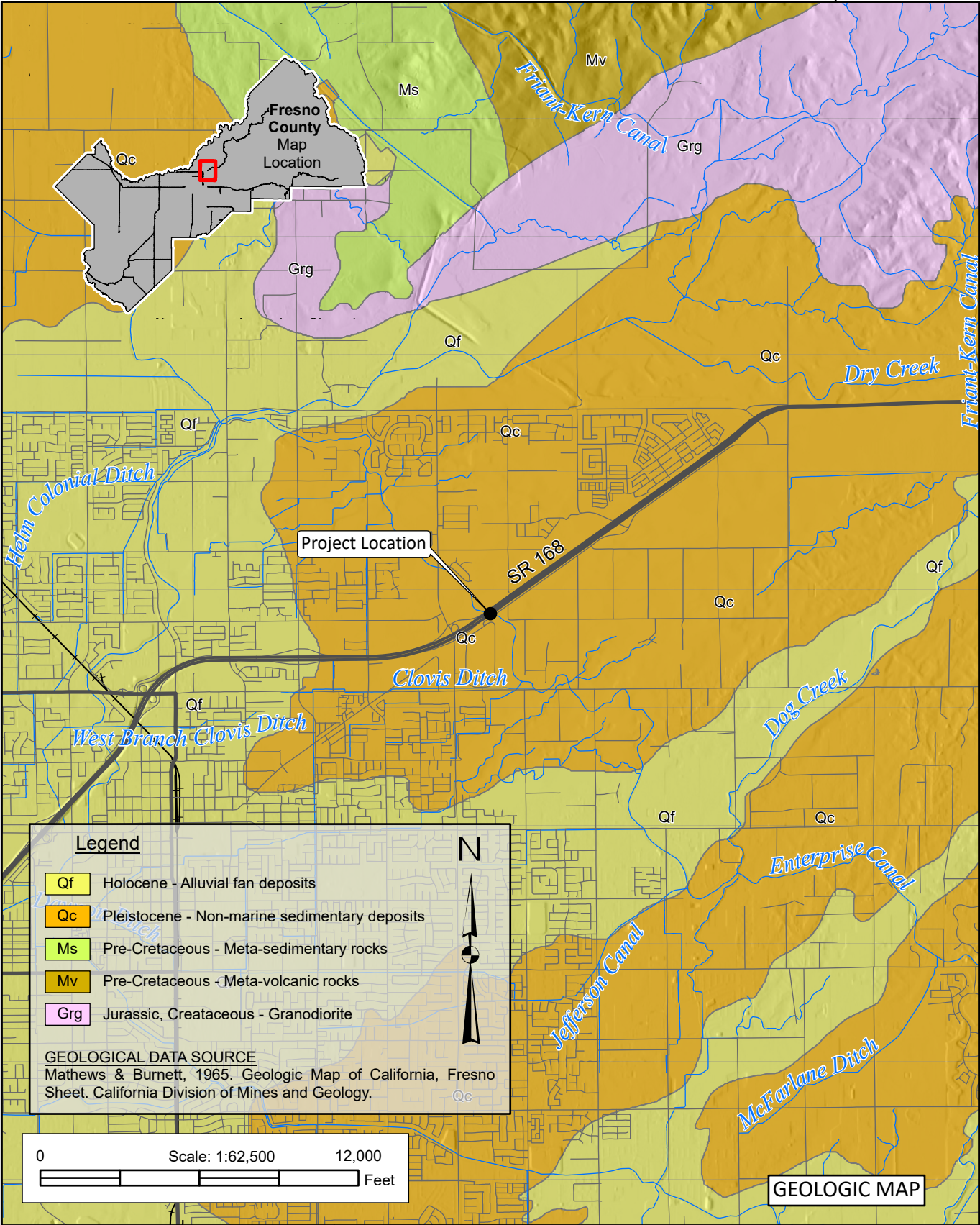
Appendix I

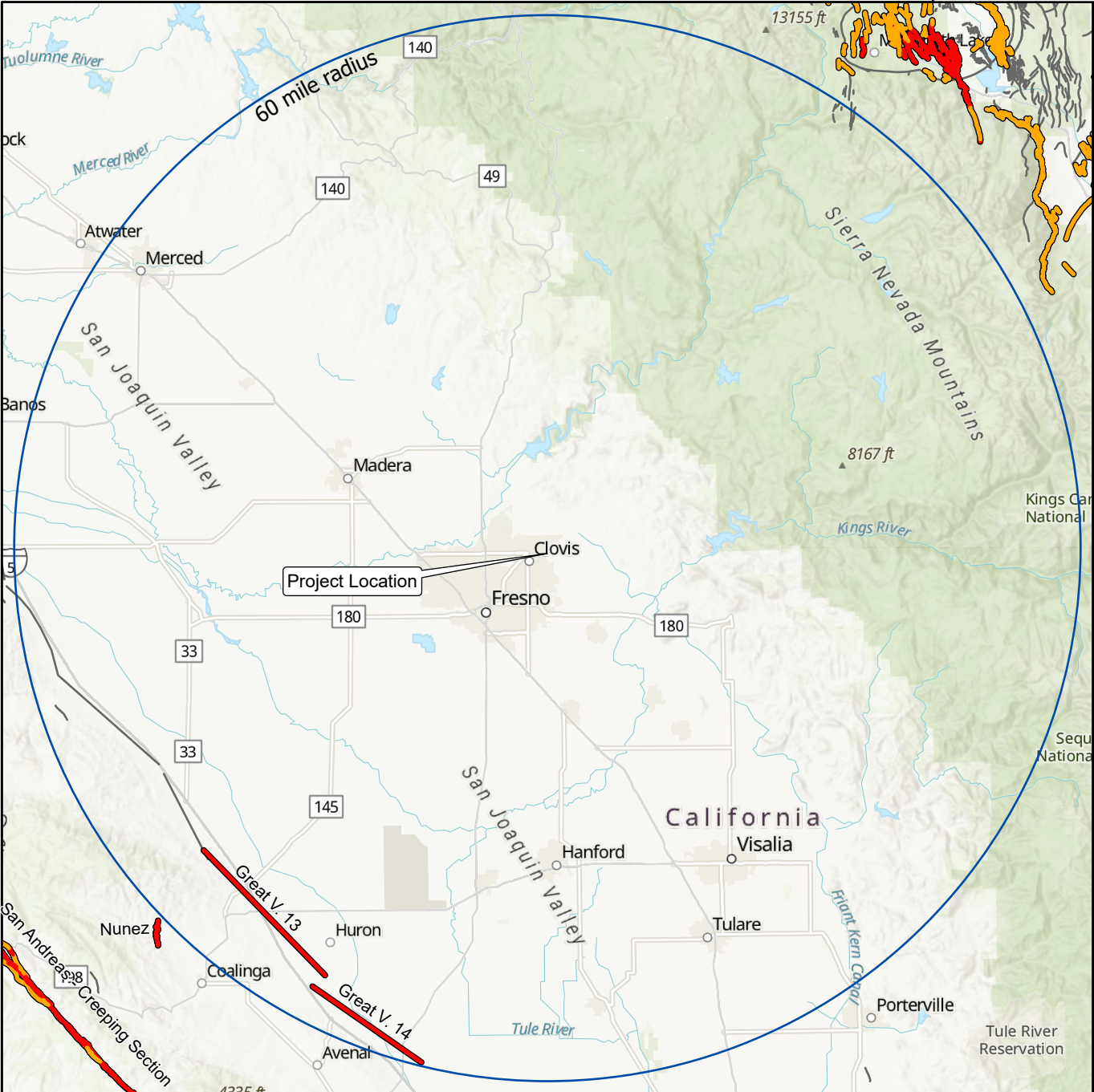
SITE MAP

Plate 1:	Project Location Map
Plate 2:	Geologic Map
Plate 4:	Fault Map
Plate 5:	Recommended Response Spectrum



 PARIKH Practicing in the Geosciences	ENTERPRISE CANAL TRAIL PEDESTRIAN OVERCROSSING OVER STATE ROUTE 168 PROJECT CITY OF CLOVIS, CALIFORNIA	
	JOB NO: 2019-137-FDN	PLATE: 1





Legend

- Fault trace
- Fault name
- Historic <150 yrs
- Latest Quaternary <15,000 yrs
- Quaternary <1.6 million yrs



0 Scale: 1:1,100,000 30 Miles

Fault data source:
USGS & CGS. Quaternary Fault and Fold Database
for the United States. Accessed 11/11/2021.

FAULT MAP

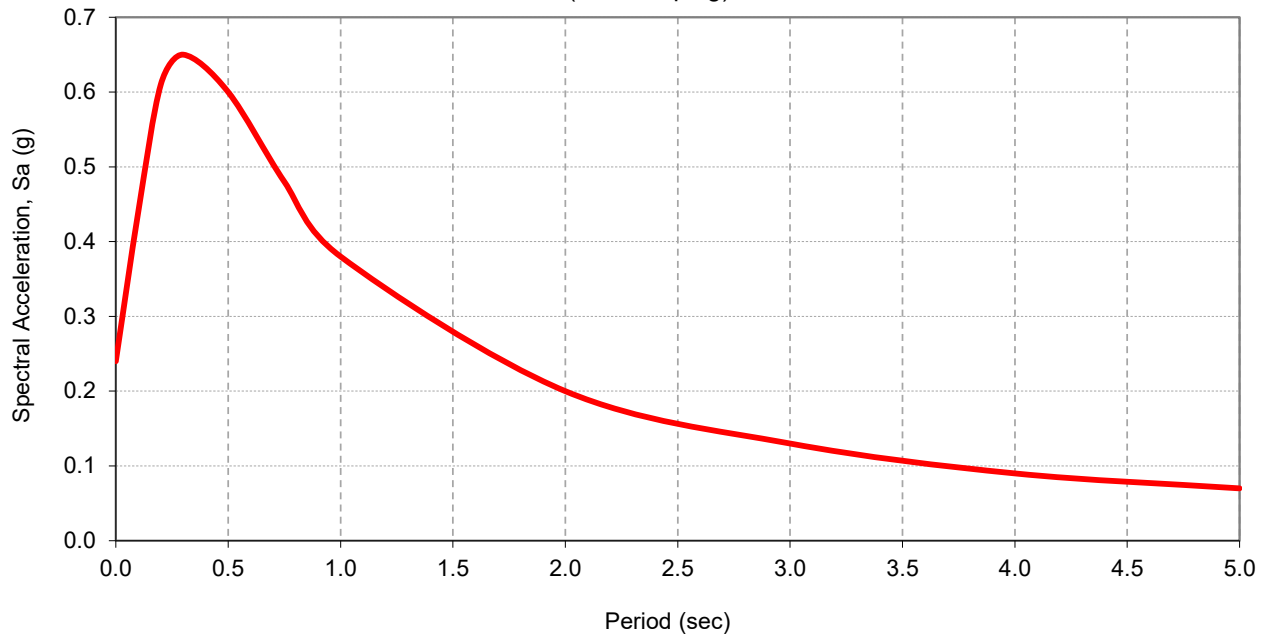


ENTERPRISE CANAL TRAIL PEDESTRIAN OVERCROSSING
OVER STATE ROUTE 168 PROJECT
CITY OF CLOVIS, CALIFORNIA

JOB NO: 2019-137-FDN

PLATE: 3

RECOMMENDED ACCELERATION RESPONSE SPECTRUM (5% Damping)



Site Information

Latitude: 36.84538
 Longitude -119.65925
 V_{S30} (m/s) = 233
 Mean Magnitude (for PGA) = 6.29
 Mean Site-Source Distance (km, for Sa at 1s) = 86.8

Recommended Response Spectrum

Period (sec)	Spectral Acceleration (2014) (g)	Adjusted for Near Fault Effect	Adjusted For Basin Effect	Design Spectral Acceleration (2014) (g)
0.0	0.24	1	1	0.24
0.1	0.44	1	1	0.44
0.2	0.61	1	1	0.61
0.3	0.65	1	1	0.65
0.5	0.6	1	1	0.60
0.75	0.48	1	1	0.48
1.0	0.38	1	1	0.38
2.0	0.2	1	1	0.20
3.0	0.13	1	1	0.13
4.0	0.09	1	1	0.09
5.0	0.07	1	1	0.07

Source:

1. Caltrans ARS Online tool (V.3.0.2, <https://arsonline.dot.ca.gov/>)
2. USGS Unified Hazard Tool (<https://earthquake.usgs.gov/hazards/interactive/>)
3. Caltrans SDC 2.0 was adopted September 1, 2019. Design Spectrum is based on the USGS 975 year uniform hazard spectrum only.

Appendix II

GROUND MOTION DATA SHEET



ARS Online V3.0.2

Using the tool: Specify latitude and longitude in decimal degrees in the input boxes below. Alternatively, **Google Maps** can be used to find the site location. Specify the time-averaged shear-wave velocity in the upper 30m (Vs30) in the input box. After submitting the data, the USGS 2014 hazard data for a 975-year return period will be reported along with adjustment factors required by Caltrans Seismic Design Criteria (SDC) V2.0.

Latitude: Longitude: Vs30 (m/s):

Caltrans Design Spectrum (5% damping)

Period(s)	Sa ₂₀₀₈ (g)	Sa ₂₀₁₄ (g)	Basin ₂₀₀₈	Basin ₂₀₁₄	Near Fault Amp	Design Sa ₂₀₀₈ (g)	Design Sa ₂₀₁₄ (g)
PGA	0.22	0.24	1	1	1	0.22	0.24
0.10	0.38	0.44	1	1	1	0.38	0.44
0.20	0.49	0.61	1	1	1	0.49	0.61
0.30	0.5	0.65	1	1	1	0.5	0.65
0.50	0.43	0.6	1	1	1	0.43	0.6
0.75	0.36	0.48	1	1	1	0.36	0.48
1.0	0.3	0.38	1	1	1	0.3	0.38
2.0	0.18	0.2	1	1	1	0.18	0.2
3.0	0.12	0.13	1	1	1	0.12	0.13
4.0	0.08	0.09	1	1	1	0.08	0.09
5.0	0.07	0.07	1	1	1	0.07	0.07

Deaggregation (based on 2014 hazard)

mean magnitude (for PGA) 6.29

mean site-source distance (km, for Sa at 1s) 86.8

Option: recalculate Near Fault amplification with user specified distance

Site-source distance (km):

Appendix III-A

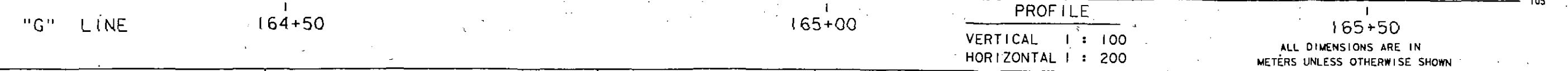
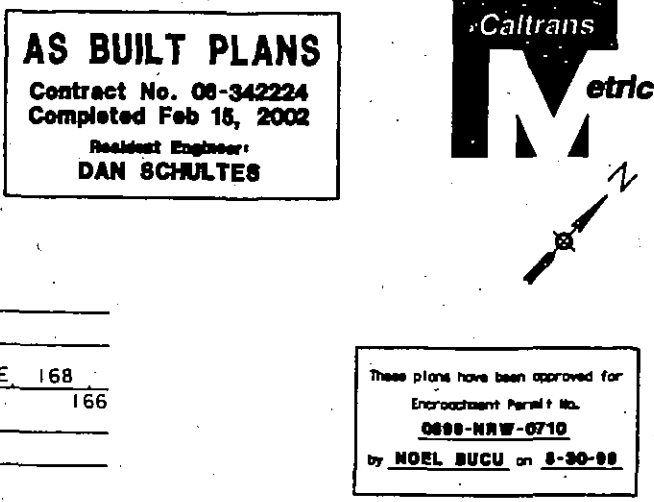
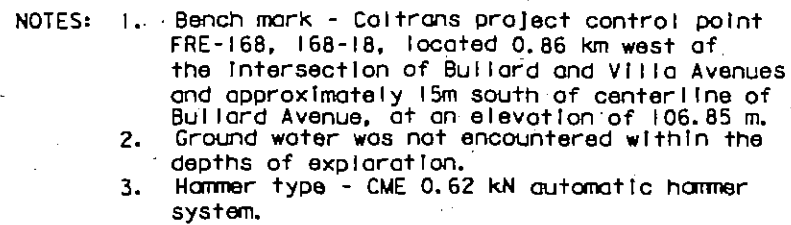
LOG OF TEST BORINGS (LOTBs)

Approximate Project Location



ENTERPRISE CANAL TRAIL PEDESTRIAN OVERCROSSING OVER STATE ROUTE 168 PROJECT
CITY OF CLOVIS, CALIFORNIA

JOB NO.: 2019-137-FDN



JOEL ESCABAR DESIGN OVERSIGHT		FIELD ENGINEER : CASSANDRA BRATTAIN 11/96		PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		BRIDGE NO. 42-0422		ENTERPRISE CANAL BOX CULVERT													
SIGNOFF DATE		DRAWN BY : RAY HUNT 12/97				ANDRUSH DANIELIAN PROJECT ENGINEER		KM POST R14.520		LOG OF TEST BORINGS											
		CHECKED BY : DAVID L. PEARSON 5/98								370											
ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS								CU 06107 EA 342221		DISREGARD PRINTS BEARING EARLIER REVISION DATES				REVISION DATES (PRELIMINARY STAGE ONLY)				SH			
																		7		7	

Appendix III-B AVAILABLE PLANS

STANDARD PLANS DATED JULY, 1997

A10A ABBREVIATIONS
 A10B SYMBOLS
 A62E EXCAVATION AND BACKFILL CAST-IN-PLACE
 REINFORCED CONCRETE BOX AND ARCH CULVERTS
 D81 CAST-IN-PLACE REINFORCED CONCRETE DOUBLE BOX CULVERT
 D82 CAST-IN-PLACE REINFORCED CONCRETE BOX CULVERT
 MISCELLANEOUS DETAILS
 D86A BOX CULVERT WARPED WINGWALL

Notes:

1. ----- Indicates existing structure.
2. For Quantities and General Notes see "Typical Section" sheet.
3. For Typical Sections see "Typical Section" sheet.

INDEX TO PLANS

SHEET NO.	TITLE
1.	GENERAL PLAN
2.	TYPICAL SECTION
3.	FOUNDATION PLAN
4.	STRUCTURAL DETAILS
5.	LOG OF TEST BORINGS



DIST	COUNTY	ROUTE	POST MILES	SHEET	TOTAL
06					

AGENDA ITEM NO. 10.

REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE

DMJM
 DANIEL, MAHN, JOHNSON & MENDENHALL
 275 WEST HOSPITALITY LANE, SUITE 314
 SAN BERNARDINO, CALIFORNIA 92408

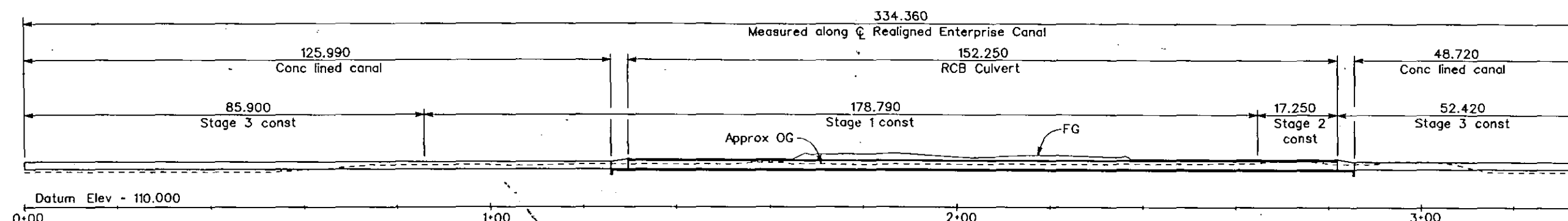
FRESNO COUNTY TRANSPORTATION AUTHORITY
 2220 TULARE STREET, SUITE 411
 FRESNO, CALIFORNIA 93721
 SPONSORING AGENCY

PROFESSIONAL ENGINEER
 S. V. Nathan
 No. 40246
 Exp. 09-31-98
 CIVIL
 STATE OF CALIFORNIA



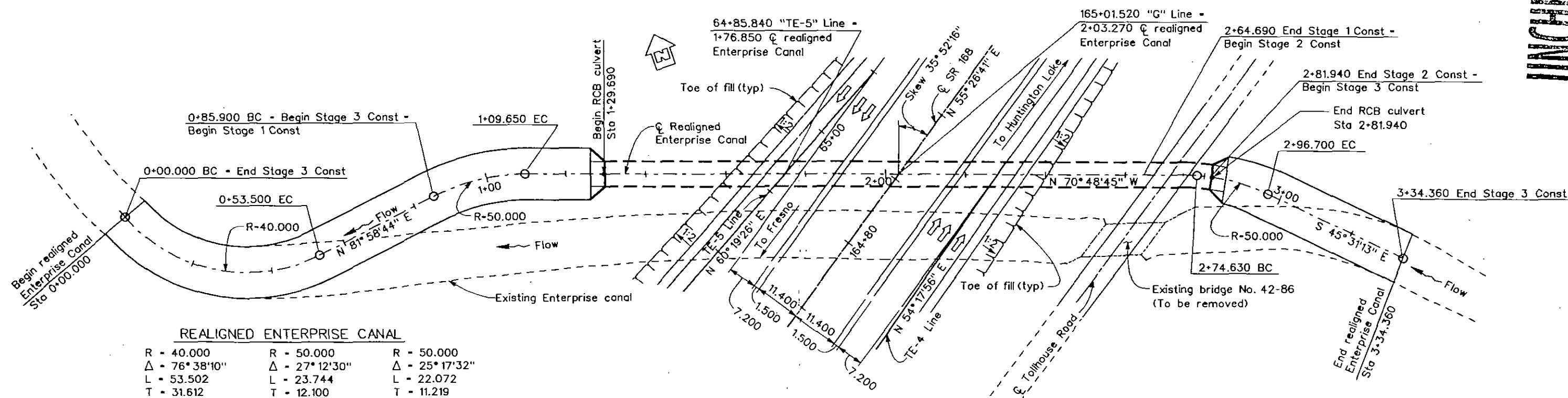
PROFILE GRADE

No Scale



DEVELOPED ELEVATION

1:500



REALIGNED ENTERPRISE CANAL

R	Δ	L	T
40.000	76°38'10"	53.502	31.612
50.000	27°12'30"	23.744	12.100
50.000	25°17'32"	22.072	11.219

PLAN

1:500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

Joel Escobar DESIGN OVERSIGHT	DESIGN BY N. Armstrong	CHECKED	LOAD FACTOR DESIGN	LIVE LOADING: HS20-44 AND ALTERNATIVE AND PERMIT DESIGN LOAD	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	PROJECT ENGINEER ANDROUSH DANIELIAN	BRIDGE NO. 42-0422	ENTERPRISE CANAL BOX CULVERT	
DESIGN DATE	DETAILS BY V. Vartanian	CHECKED	LAYOUT	BY N. Armstrong			KILOMETER POST 14.520	GENERAL PLAN	
	QUANTITIES BY	CHECKED	SPECIFICATIONS	BY				373	
FORM DC-OE-92-PF (REV. 3/88)						CU 06107 EA 342221	DISREGARD PRINTS BEARING EARLIER REVISION DATES		
						REVISION DATES (PRELIMINARY STAGE ONLY)			1 5

UNCHECKED DETAILS



DIST	COUNTY	ROUTE	POST MILES	SHEET TOTAL
06				AGENDA ITEM NO. 10.
REGISTERED CIVIL ENGINEER				
S. V. Nathan				
No. 40246				
Exp. 09-31-98				
PLANS APPROVAL DATE				
DMJM				
DANIEL, MANN, JOHNSON & MENDENHALL				
275 WEST HOSPITALITY LANE, SUITE 314				
SAN BERNARDINO, CALIFORNIA 92408				

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

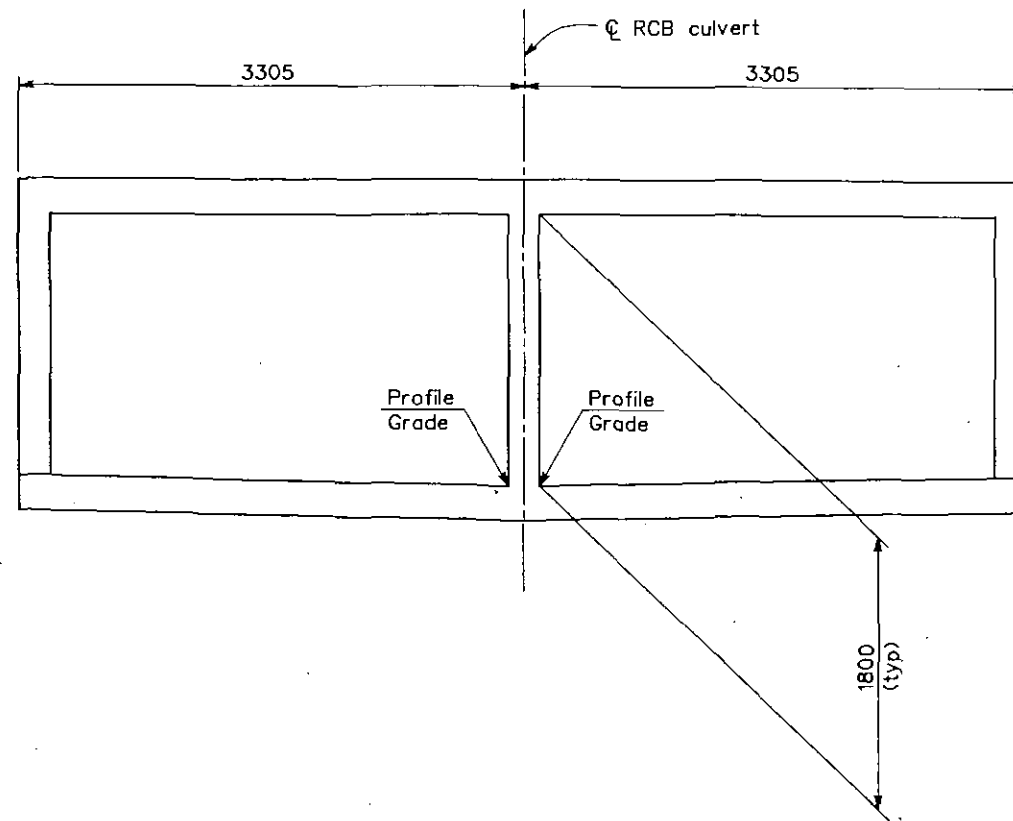
GENERAL NOTES

BOX CULVERT:

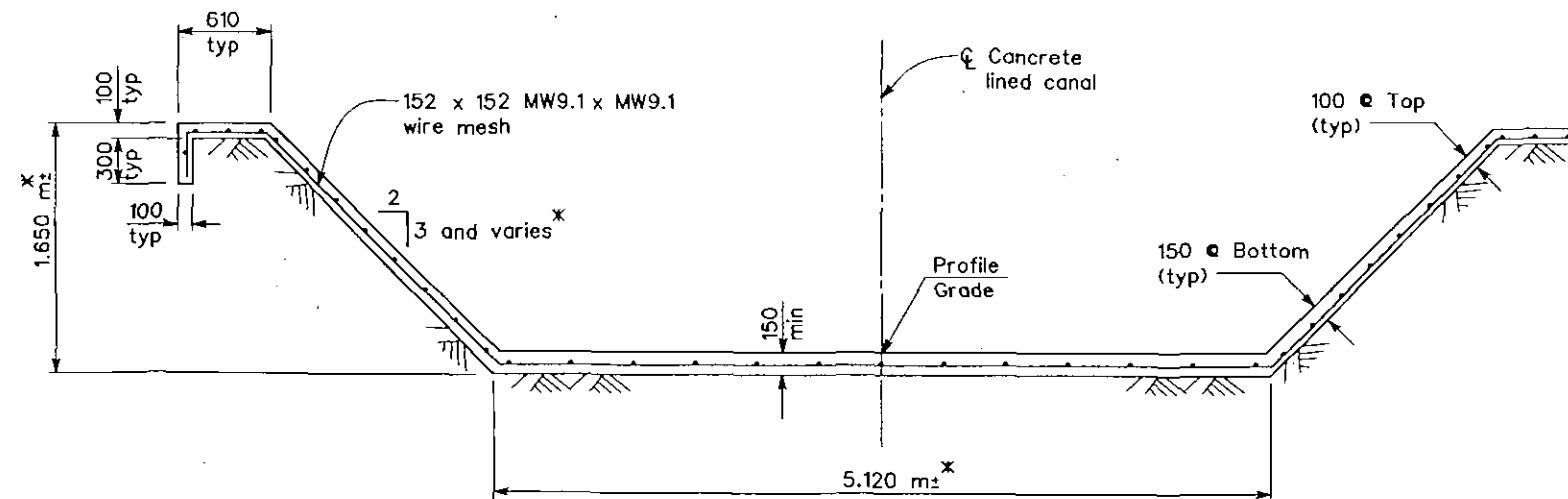
Design earth cover = 3 m³
Required Q = 7.030 m³/sec
Design Q = 10.063 m³/sec
Design free board = 0.610 m

Note: For additional Design, Construction and General Notes see Standard Plans D82.

UNCHECKED DETAILS



TYPICAL SECTION
REINFORCED CONCRETE BOX CULVERT
1:25
Sta 1+29.69 to 2+81.94



* Match existing canal dimensions where applicable.

TYPICAL SECTION
CONCRETE LINED CANAL
1:25
Sta 0+00.00 to Sta 1+29.69
and
Sta 2+81.94 to Sta 3+34.36

Joel Escobar
DESIGN OVERSIGHT
SIGN OFF DATE

DESIGN	BY N. Armstrong	CHECKED
DETAILS	BY V. Vartanian	CHECKED
QUANTITIES	BY	CHECKED

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ANDROUSH DANIELIAN
PROJECT ENGINEER

BRIDGE NO.
42-0422
KILOMETER POST
14.520

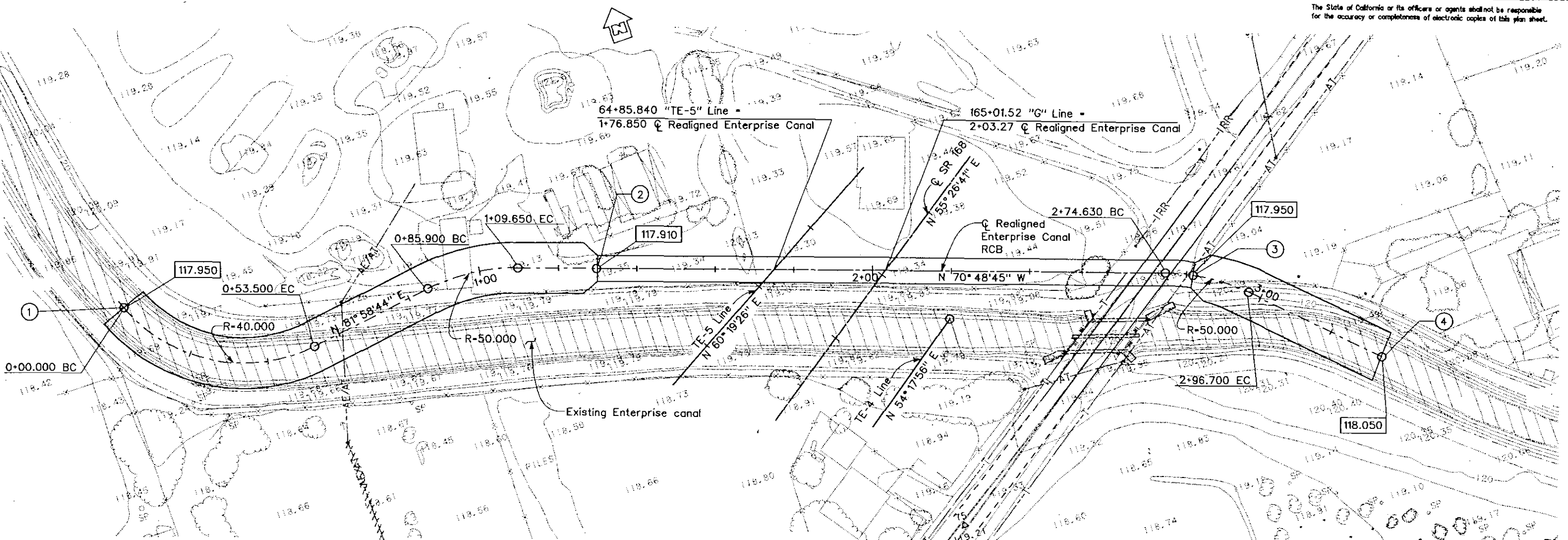
ENTERPRISE CANAL BOX CULVERT
TYPICAL SECTION
374



DIST	COUNTY	ROUTE	POST MILES	SHEET	TOTAL
06					
AGENDA ITEM NO. 10.					
REGISTERED CIVIL ENGINEER					
S. V. Nathan					
No. 40246					
Exp. 09-31-98					
CIVIL					
STATE OF CALIFORNIA					
PLANS APPROVAL DATE					
DMJM					
DANIEL, MANN, JOHNSON & MENDENHALL					
275 WEST HOSPITALITY LANE, SUITE 314					
SAN BERNARDINO, CALIFORNIA 92408					

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

		Northing	Easting
1	Realigned Enterprise Canal 0+00.00	668 044.6704	1941 007.1201
2	Realigned Enterprise Canal 1+29.69	668 015.2937	1941 124.3735
3	Realigned Enterprise Canal 2+81.94	667 964.7600	1941 267.9659
4	Realigned Enterprise Canal 3+34.36	667 929.7210	1941 306.7339



BENCH MARKS:
B.M. 168-31 Elev 117.194
T-bar and cap down 0.305 m at the intersection of Highway 168 (Tollhouse Road) and Temperance Ave; 20.117 m east of centerline of Temperance Ave and 5.486 m northwest of centerline of highway 168 (Tollhouse Road).
NORTHING - 667 530.821
EASTING - 1940 612.818

B.M. 168-33 Elev 117.992
25 mm Iron Pipe with brass tog stamped "RCE 15603"
at the intersection of Temperance Avenue and Alluvial Avenue.
NORTHING - 667 908.989
EASTING - 1940 597.263

DATUM:
Vertical datum of NGVD 1929 in meters
Horizontal datum of NAD 83 in meters

- Notes:**
- Indicates bottom of conc canal or bottom of RCB invert elevation at that location.
 - Indicates existing telephone line.
 - Indicates existing irrigation line.
 - Indicates existing telephone line.
 - Indicates existing communication lines.
 - Utilities as shown approximate. Utilities in conflict with BRIDGE REMOVAL AND REALIGNED CANAL will be removed or relocated prior to bridge construction.
 - For limits of excavation and backfill for RCB Culvert, see A62C
 - For limits of excavation and backfill of concrete lined canal, see "Structural Details" sheet.

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

GEOTECHNICAL PROFESSIONAL APPROVAL DATE

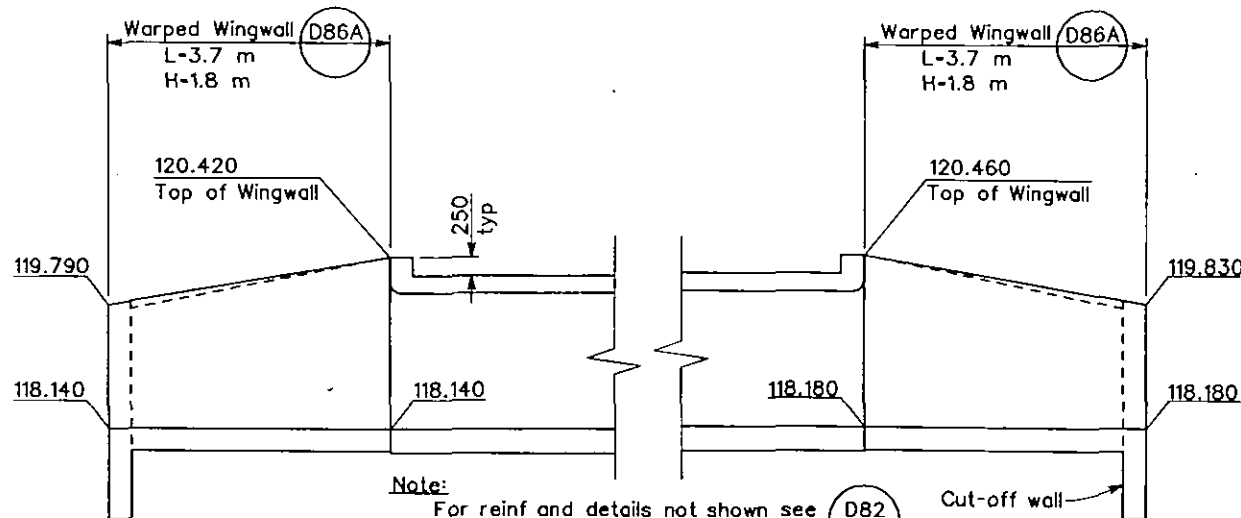
Joel Escobar	PHOTOGRAMMETRY AS OF: 9-16-96	DRAWN BY T.J.F.	DESIGN BY N. Armstrong	CHECKED
DESIGN OVERSIGHT	SURVEYED BY F.W. Shepherd	TRACED BY	DETAILS BY V. Vartanian	CHECKED
SIGN OFF DATE	FIELD CHECKED BY H. Brasoli	CHECKED BY M.E.F.	QUANTITIES BY	CHECKED

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

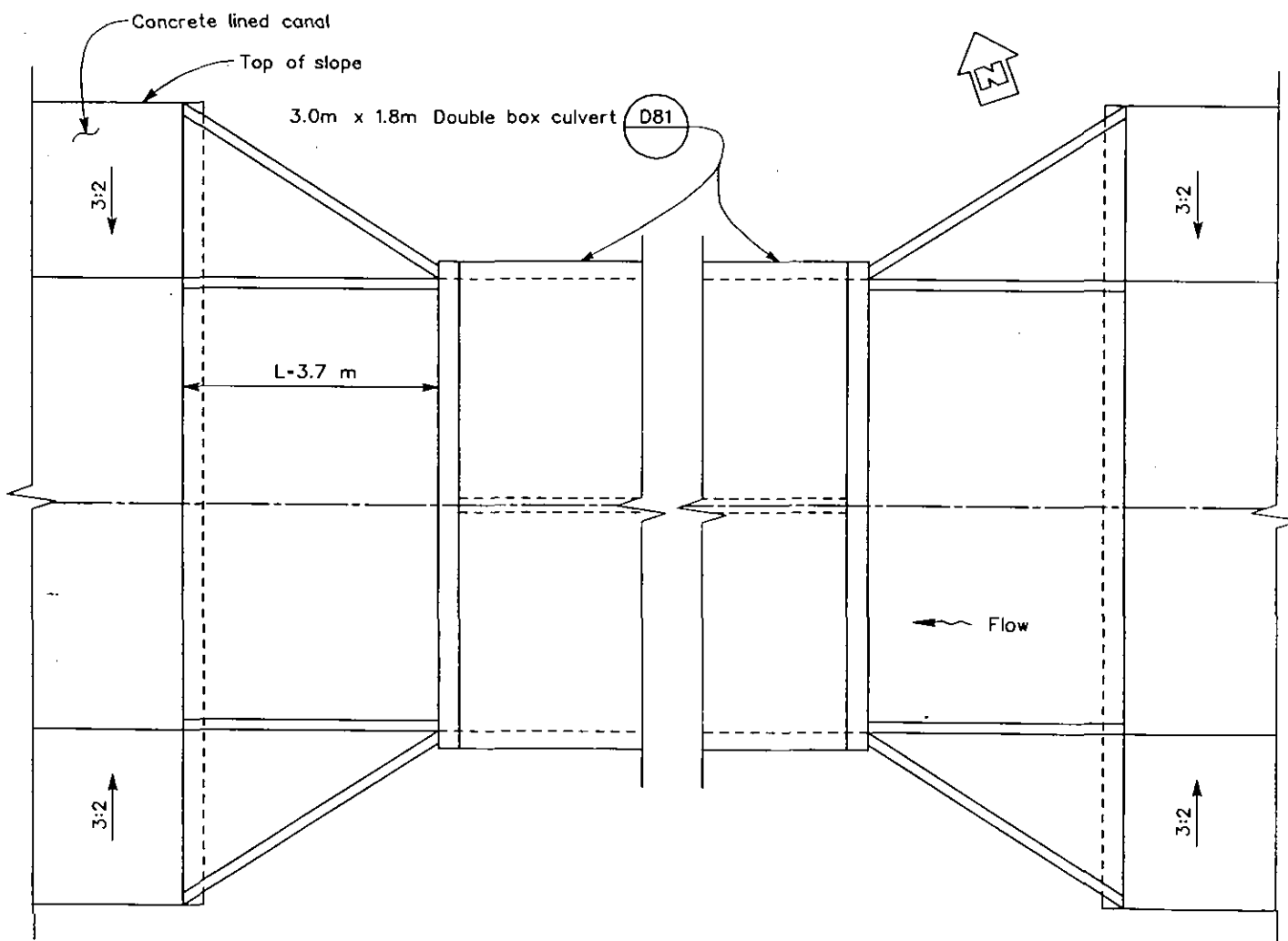
ANDROUSH DANIELIAN	BRIDGE NO. 42-0422
PROJECT ENGINEER	KILOMETER POST 14.520

ENTERPRISE CANAL BOX CULVERT
FOUNDATION PLAN

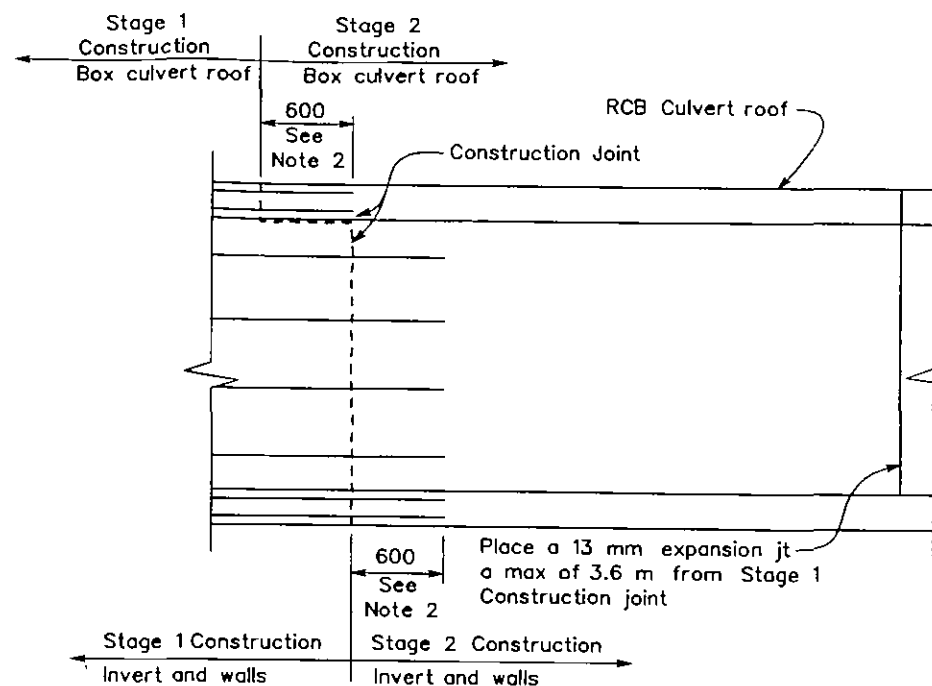
UNCHECKED DETAILS



INLET AND OUTLET WINGWALL ELEVATION
1:50

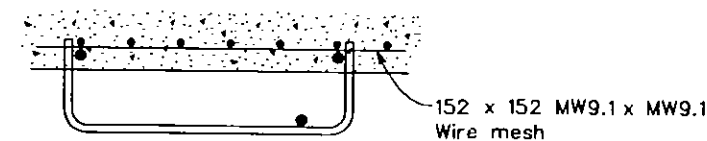


INLET AND OUTLET WINGWALL PLAN
1:50

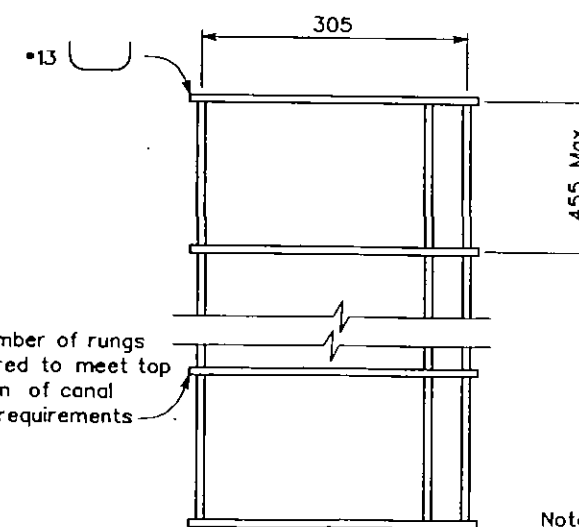


- Notes:
1. All reinforcement not shown for clarity.
 2. Extend all Stage 1 Construction longitudinal bars 600 mm into Stage 2 construction and lap splice with Stage 2 construction reinforcement.

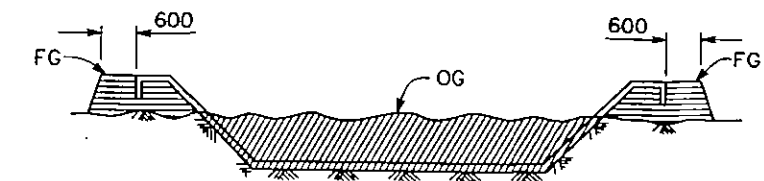
CONSTRUCTION STAGING
1:25



TOP VIEW



FRONT VIEW



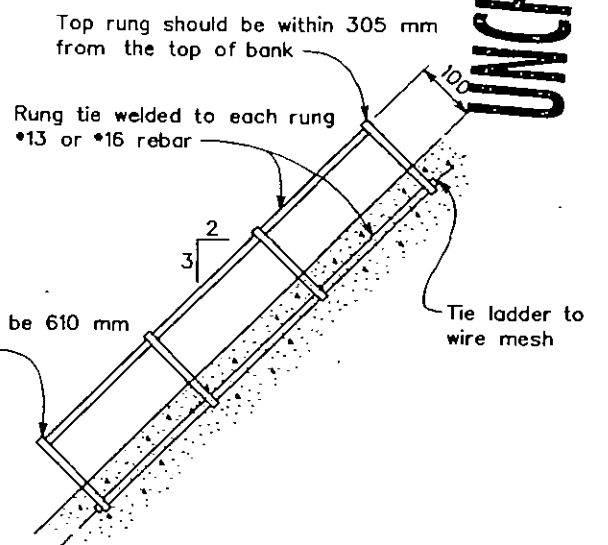
SIDE VIEW

- Note:
1. Install rebar ladder on alternate sides of canal at 30.500 m intervals.

REBAR LADDER DETAIL
No Scale

- EXCAVATION AND BACKFILL
CONCRETE LINED CANAL
No Scale
- Structure excavation (CANAL)
 - Structure backfill
90% relative compaction

EXCAVATION AND BACKFILL
CONCRETE LINED CANAL
No Scale



UNCHECKED DETAILS

ALL DIMENSIONS ARE IN
MILLIMETERS UNLESS OTHERWISE SHOWN

Joel Escobar
DESIGN OVERSIGHT
SIGN OFF DATE

DESIGN BY N. Armstrong
DETAILS BY V. Vartanian
QUANTITIES BY

ORIGINAL SCALE IN MILLIMETERS
FOR REDUCED PLANS

PREPARED FOR THE
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ANDROUSH DANIELJANS
PROJECT ENGINEER

CU 06107
EA 342221

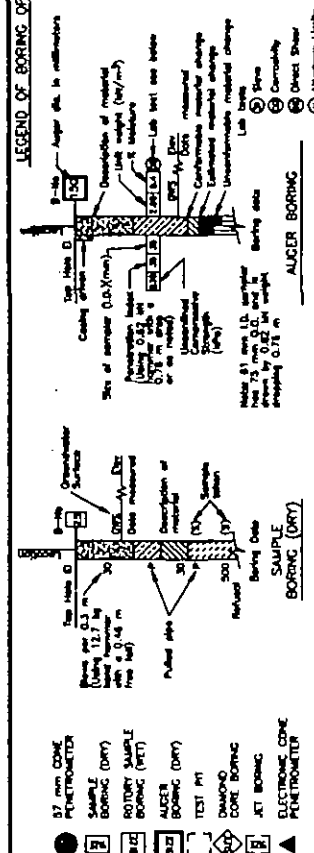
BRIDGE NO.
42-0422
KILOMETER POST
14.520

ENTERPRISE CANAL BOX CULVERT
STRUCTURAL DETAILS

DISREGARD PRINTS BEARING
EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

LEGEND OF BORING OPERATIONS



LEGEND OF EARTH MATERIALS
According to the Standard Penetration Test

Penetration Index (Blows/0.3 m)	Cohesive	Granular
0-2	Very Soft	Very loose
2-4	Soft	Loose
5-8	Firm	Medium dense
9-15	Stiff	Dense
16-30	Very stiff	Very dense
≥31	Hard	

NOTE: Classification of earth material as shown on this sheet is based upon field inspection and is not to be construed to imply mechanical analyses.

- NOTES:
1. Bench mark - Caltrans project control point FRE-168, 168-18, located 0.86 km west of the intersection of Bullard and Villo Avenues and approximately 15m south of centerline of Bullard Avenue.
 2. Ground water was not encountered within the depths of exploration.
 3. Hammer type - CME 0.62 kN automatic hammer system.



DIST.	COUNTY	ROUTE	POST km	SHEET	TOTAL
06	FRE	168			

AGENDA ITEM NO. 10.

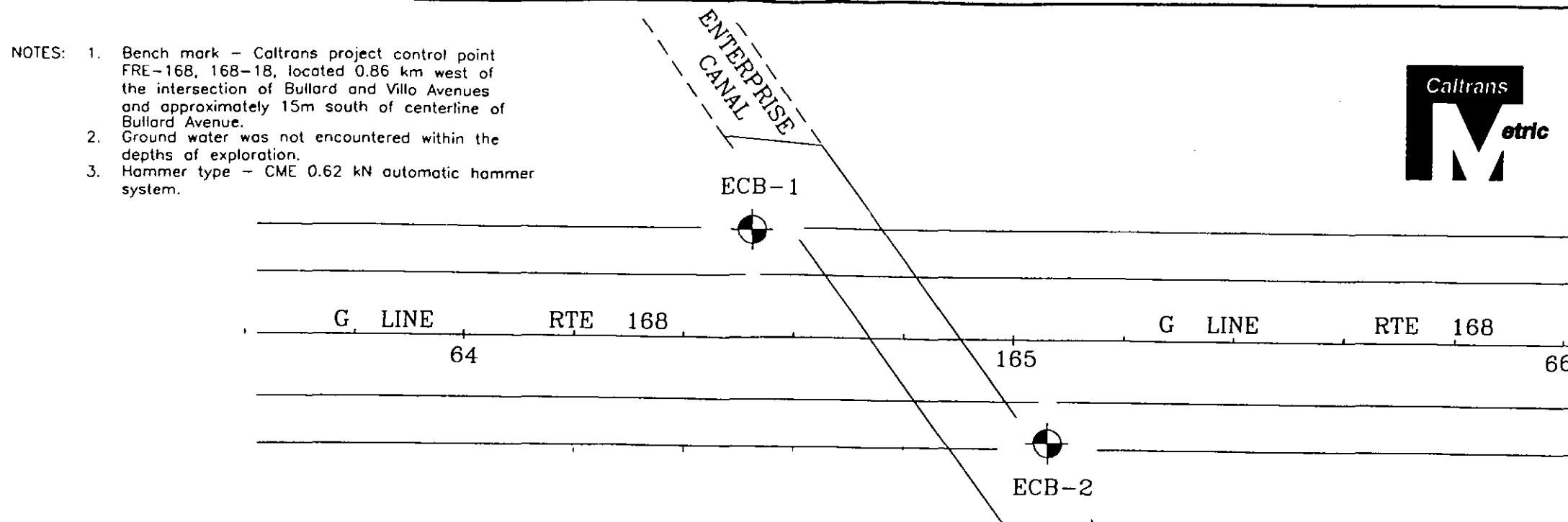
REGISTERED GEOTECHNICAL ENGINEER

PLANS APPROVAL DATE

KLINFELDER

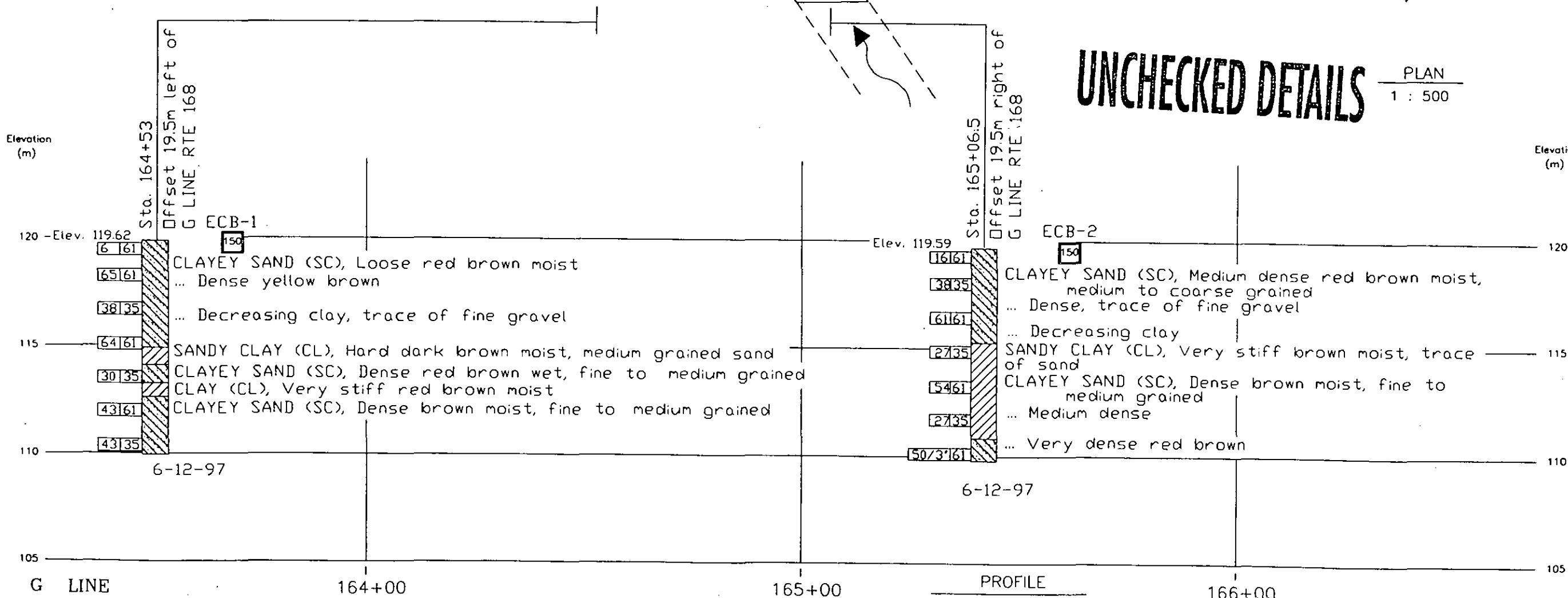
1410 F STREET
FRESNO, CA 93706-2077
(209) 486-0750

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



UNCHECKED DETAILS

PLAN
1 : 500



PROFILE
VERTICAL 1 : 100
HORIZONTAL 1 : 500

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

JOEL ESCABAR DESIGN OVERSIGHT	FIELD ENGINEER CASSANDRA BRATTAIN 11/96	PREPARED FOR THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION	BRIDGE No. 42-0422	ENTERPRISE CANAL BOX CULVERT
SIGNOFF DATE	DRAWN BY RAY HUNT 12/97	PROJECT ENGINEER ANDROUSH DANIELIANS	POST km	LOG OF TEST BORINGS
	CHECKED BY DAVID L. PEARSON 12/97			

ORIGINAL SCALE IN MILLIMETERS FOR REDUCED PLANS

CU 06107
EA 342221

DISCARD PRINTS BEARING EARLIER REVISION DATES

REVISION DATES (PRELIMINARY STAGE ONLY)

377

Appendix IV CALCULATIONS PACKAGE

Appendix IV-1: Strength Parameters & Vs30 Calculation

Appendix IV-2: Liquefaction Potential Analyses

Appendix IV-3: Axial Pile Capacity Analyses

IV-1: Strength Parameters & V_{s30} Calculation

SOIL PARAMETERS & Vs30

PROJECT NAME: Enterprise Canal Trail POC over 168
 PROJECT NO.: 2019-137-FDN
 STRUCTURE: Enterprise Canal Box Culvert
 BORING NO.: ECB-1
 BORING ELEV. (ft): 392.5
 BOREHOLE DIA (in)= 6
 GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
 DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

Calc By: JT
 Date: 10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_e	N_{60} C_e Corr.	C_H	$(N_1)_{60}$	C_R	C_S	C_B	N_{60} (C_R , C_S & C_B Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$	Correlated Strength Parameters			Lab Su (psf)	Vs (m/s)
	from	to																						ϕ (°)	Su (psf)	Sr (psf)		
1	0	4	2	SC	1	Q	6	MC	120	240	240	2.5	1.17	2.9	1.70	4.9	0.75	1.00	1.05	2.3	3.8		3.8	27.7				63
2	4	8.5	6	SC	1	Q	65	MC	120	720	720	26.7	1.17	31.1	1.70	52.9	0.80	1.00	1.05	26.1	44.4			44.4				143
3	8.5	13.5	11	SC	1	Q	38	SPT	120	1,320	1,320	38.0	1.17	44.3	1.27	56.1	0.85	1.20	1.05	47.5	60.1			60.1				189
4	13.5	15.5	16	SC	1	Q	64	MC	120	1,920	1,920	26.2	1.17	30.6	1.05	32.1	0.95	1.00	1.05	30.5	32.1			32.1				186
5	15.5	21	21	SC	1	Q	30	SPT	120	2,520	2,520	30.0	1.17	35.0	0.92	32.1	0.95	1.20	1.05	41.9	38.4			38.4				213
6	21	28.5	26	SC	1	Q	43	MC	120	3,120	3,120	17.6	1.17	20.6	0.82	16.9	1.00	1.00	1.05	21.6	17.8			17.8				192
7	28.5	31.5	31	SC	1	Q	43	SPT	120	3,720	3,720	43.0	1.17	50.2	0.75	37.8	1.00	1.20	1.05	63.2	47.7			47.7				256

Version 3.4.2 Notes:
 1. The correction factors C_e (Energy Ratio), C_R (Borehole Diameter), C_H (Rod Length) and C_S (Sampling Method-liner), C_B (Overburden) are per Youd 2001
 2. The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
 3. For fine-grained materials, the correlated undrained shear strengths are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
 4. The friction angles were estimated based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
 5. Residual Strength (Sr) is based on Kramer and Wang (2015) as suggested in the Caltrans Geotechnical Manual, "Liquefaction-Induced Lateral Spreading" module (January 2020).
 6. The estimated Vs were correlated based on Caltrans Geotechnical Manual, "Design Acceleration Response Spectrum" module (January 2021).

SOIL PARAMETERS & Vs30

Calc By: JT
Date: 10/10/22

PROJECT NAME: Enterprise Canal Trail POC over 168
PROJECT NO.: 2019-137-FDN
STRUCTURE: Enterprise Canal Box Culvert
BORING NO.: ECB-1
BORING ELEV. (ft): 392.4
BOREHOLE DIA (in)= 6
GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
DRILLING RODS (Y/N)= Y

Soil Groups
1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
3. Liquefiable Soils (Residual Shear Strength, Sr)
4. Young Sedimentary Rocks (Cohesionless)
5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
H: Holocene
Q: Quaternary
P: Pleistocene

N_0 21.3
 N_{60} 27.8
 V_{ul} (m/s) 161
 V_{s30} (m/s) 211

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_e	N_{60} C_e Corr.	C_H	$(N_1)_{60}$	C_R	C_S	C_E	N_{60} (C_R , C_S & C_E Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$	Correlated Strength Parameters			Lab Su (psf)	Vs (m/s)
	from	to																						ϕ (°)	Su (psf)	Sr (psf)		
1	0	4	2	SC	1	Q	16	MC	120	240	240	6.6	1.17	7.7	1.70	13.0	0.75	1.00	1.05	6.0	10.2		10.2	30.9				80
2	4	8.5	6	SC	1	Q	38	SPT	120	720	720	38.0	1.17	44.3	1.70	75.4	0.80	1.20	1.05	44.7	76.0		76.0	40.0				162
3	8.5	14.5	11	SC	1	Q	61	MC	120	1,320	1,320	25.0	1.17	29.2	1.27	36.9	0.85	1.00	1.05	26.0	33.0		33.0	36.1				165
4	14.5	18.5	16	CL	2	Q	27	SPT	120	1,920	1,920	27.0	1.17	31.5	1.05	33.1	0.95	1.20	1.05	37.7	39.6			3,938				205
5	18.5	23.5	21	SC	1	Q	54	MC	120	2,520	2,520	22.1	1.17	25.8	0.92	23.7	0.95	1.00	1.05	25.8	23.6		23.6	33.7				191
6	23.5	28.5	26	SC	1	Q	27	SPT	120	3,120	3,120	27.0	1.17	31.5	0.82	25.9	1.00	1.20	1.05	39.7	32.7		32.7	34.2				221
7	28.5	31.5	31	SC	1	Q	100	MC	120	3,720	3,720	41.0	1.17	47.8	0.75	36.1	1.00	1.00	1.05	50.2	37.9		37.9	36.0				243

Version 3.4.2 Notes:

- The correction factors C_e (Energy Ratio), C_R (Borehole Diameter), C_H (Rod Length) and C_E (Sampling Method-liner), C_{ul} (Overburden) are per Youd 2001
- The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
Cohesive: 0.65 Cohesionless: 0.41
- For fine-grained materials, the correlated undrained shear strengths are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- The friction angles were estimated based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- Residual Strength (Sr) is based on Kramer and Wang (2015) as suggested in the Caltrans Geotechnical Manual, "Liquefaction-Induced Lateral Spreading" module (January 2020).
- The estimated Vs were correlated based on Caltrans Geotechnical Manual, "Design Acceleration Response Spectrum" module (January 2021).

SOIL PARAMETERS & Vs30

PROJECT NAME: Enterprise Canal Trail POC over 168
PROJECT NO.: 2019-137-FDN
STRUCTURE: Temperance Expressway Undercrossing
BORING NO.: TB-1
BORING ELEV. (ft): 386.5
BOREHOLE DIA (in)= 6
GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

Calc By: JT
Date: 10/10/22

N₆₀ 31.1
N₃₀ 34.2
V_{u60} (m/s) 225
V_{u30} (m/s) 247

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_e	N_{60} C_e Corr.	C_H	$(N_1)_{60}$	C_R	C_S	C_B	N_{60} (C_R, C_S & C_B Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$	Correlated Strength Parameters			Lab Su (psf)	Vs (m/s)
	from	to																						ϕ (°)	Su (psf)	Sr (psf)		
1	0	4.5	2	SM	1	Q	17	MC	124.9	250	250	7.0	1.17	8.1	1.70	13.8	0.75	1.00	1.05	6.4	10.9	10.9		31.2				81
2	4.5	9.5	7	SM	1	Q	49	MC	124.9	874	874	20.1	1.17	23.4	1.56	36.5	0.80	1.00	1.05	19.7	30.6	30.6		30.6				141
3	9.5	14	12	SM	1	Q	36	SPT	124.9	1,499	1,499	36.0	1.17	42.0	1.19	49.9	0.85	1.20	1.05	45.0	53.4	53.4		38.0				192
4	14	18.5	17	CL	2	Q	48	MC	135.6	2,155	2,155	31.2	1.17	36.4	0.99	36.1	0.95	1.00	1.05	36.3	36.0			4,550				211
5	18.5	24.5	22	SM	1	Q	32	SPT	125.7	2,799	2,799	32.0	1.17	37.3	0.87	32.5	0.95	1.20	1.05	44.7	38.9	38.9		35.4				222
6	24.5	28.5	27	SM	1	Q	70	MC	125.7	3,427	3,427	28.7	1.17	33.5	0.79	26.3	1.00	1.00	1.05	35.2	27.6	27.6		34.2				220
7	28.5	34.5	32	ML	1	Q	40	SPT	144.4	4,121	4,121	40.0	1.17	46.7	0.72	33.4	1.00	1.20	1.05	58.8	42.1	42.1		36.0				282
8	34.5	39.5	37	ML	1	Q	82	MC	144.4	4,843	4,843	33.6	1.17	39.2	0.66	25.9	1.00	1.00	1.05	41.2	27.2	27.2		34.7				279
9	39.5	44.5	42	ML	1	Q	47	SPT	123	5,512	5,512	47.0	1.17	54.8	0.62	34.0	1.00	1.20	1.05	69.1	42.8	42.8		36.1				318
10	44.5	49.5	47	ML	1	Q	95	MC	123	6,127	6,127	39.0	1.17	45.4	0.59	26.7	1.00	1.00	1.05	47.7	28.0	28.0		34.8				309
11	49.5	54.5	52	ML	1	Q	40	SPT	123	6,742	6,617	40.0	1.17	46.7	0.57	26.4	1.00	1.20	1.05	58.8	33.3	33.3		34.8				328
12	54.5	59.5	57	ML	1	Q	100	MC	115.6	7,338	6,901	41.0	1.17	47.8	0.55	26.5	1.00	1.00	1.05	50.2	27.8	27.8		34.8				324
13	59.5	64.5	62	ML	1	Q	34	SPT	115.6	7,916	7,167	34.0	1.17	39.7	0.54	21.6	1.00	1.20	1.05	50.0	27.2	27.2		33.7				327
14	64.5	69.5	67	SM	1	Q	36	MC	119.6	8,504	7,443	14.8	1.17	17.2	0.53	9.2	1.00	1.00	1.05	18.1	9.6	9.6		29.6				226
15	69.5	75	72	SM	1	Q	78	SPT	119.6	9,102	7,729	78.0	1.17	91.0	0.52	47.6	1.00	1.20	1.05	114.7	60.0	60.0		37.7				348
16	75	77	77	SC	1	Q	113	MC	119.6	9,700	8,015	46.3	1.17	54.1	0.51	27.8	1.00	1.00	1.05	56.8	29.2	29.2		34.5				298

Version 3.4.2 Notes:

- The correction factors C_e (Energy Ratio), C_R (Borehole Diameter), C_H (Rod Length) and C_S (Sampling Method-liner), C_B (Overburden) are per Youd 2001
- The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
- For fine-grained materials, the correlated undrained shear strengths are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- The friction angles were estimated based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- Residual Strength (Sr) is based on Kramer and Wang (2015) as suggested in the Caltrans Geotechnical Manual, "Liquefaction-Induced Lateral Spreading" module (January 2020).
- The estimated Vs were correlated based on Caltrans Geotechnical Manual, "Design Acceleration Response Spectrum" module (January 2021).

SOIL PARAMETERS & Vs30

PROJECT NAME: Enterprise Canal Trail POC over 168
PROJECT NO.: 2019-137-FDN
STRUCTURE: Temperance Expressway Undercrossing
BORING NO.: TB-2
BORING ELEV. (ft): 386.9
BOREHOLE DIA (in)= 6
GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

Calc By: JT
Date: 10/10/22

N_0	36.7	V_{ul} (m/s)	241
N_{30}	40.3	V_{30} (m/s)	265

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_e	N_{60} C_e Corr.	C_H	$(N_1)_{60}$	C_R	C_S	C_E	N_{60} (C_R, C_S & C_E Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$	Correlated Strength Parameters			Lab Su (psf)	Vs (m/s)
	from	to																						ϕ (°)	Su (psf)	Sr (psf)		
1	0	4	2	SM	1	Q	34	MC	133.9	268	268	13.9	1.17	16.3	1.70	27.6	0.75	1.00	1.05	12.8	21.8	21.8		34.5				97
2	4	8.5	6	SM	1	Q	26	SPT	133.9	803	803	26.0	1.17	30.3	1.62	49.2	0.80	1.20	1.05	30.6	49.6	49.6		37.9				153
3	8.5	13.5	11	SM	1	Q	44	MC	120	1,438	1,438	18.0	1.17	21.0	1.21	25.5	0.85	1.00	1.05	18.8	22.8	22.8		34.1				156
4	13.5	18.5	16	ML	1	Q	39	SPT	134.7	2,075	2,075	39.0	1.17	45.5	1.01	46.0	0.95	1.20	1.05	54.5	55.0	55.0		37.9				223
5	18.5	23.5	21	ML	1	Q	62	MC	134.7	2,748	2,748	25.4	1.17	29.7	0.88	26.0	0.95	1.00	1.05	29.6	26.0	26.0		34.7				220
6	23.5	28.5	26	ML	1	Q	52	SPT	133.9	3,420	3,420	52.0	1.17	60.7	0.79	47.7	1.00	1.20	1.05	76.4	60.1	60.1		38.2				278
7	28.5	33.5	31	ML	1	Q	52	MC	133.9	4,089	4,089	21.3	1.17	24.9	0.72	17.9	1.00	1.00	1.05	26.1	18.8	18.8		32.9				245
8	33.5	38.5	36	ML	1	Q	77	SPT	136.6	4,766	4,766	77.0	1.17	89.8	0.67	59.9	1.00	1.20	1.05	113.2	75.4	75.4		39.6				330
9	38.5	43.5	41	ML	1	Q	98	MC	133.6	5,441	5,441	40.2	1.17	46.9	0.62	29.2	1.00	1.00	1.05	49.2	30.7	30.7		35.3				299
10	43.5	48.5	46	ML	1	Q	40	SPT	133.6	6,109	6,109	40.0	1.17	46.7	0.59	27.5	1.00	1.20	1.05	58.8	34.6	34.6		35.0				320
11	48.5	53.5	51	ML	1	Q	100	MC	133.6	6,777	6,715	41.0	1.17	47.8	0.56	26.9	1.00	1.00	1.05	50.2	28.2	28.2		34.9				321
12	53.5	58.5	56	ML	1	Q	50	SPT	133.6	7,445	7,071	50.0	1.17	58.3	0.55	31.9	1.00	1.20	1.05	73.5	40.2	40.2		35.8				348
13	58.5	63.5	61	ML	1	Q	40	MC	133.6	8,113	7,427	16.4	1.17	19.1	0.53	10.2	1.00	1.00	1.05	20.1	10.7	10.7		30.5				284
14	63.5	69	66	ML	1	Q	40	SPT	133.6	8,781	7,783	40.0	1.17	46.7	0.52	24.3	1.00	1.20	1.05	58.8	30.7	30.7		34.3				346
15	69	73.5	71	CL	2	Q	91	MC	134	9,450	8,140	59.2	1.17	69.0	0.51	35.2	1.00	1.00	1.05	72.5	36.9			8,626				363
16	73.5	77	76	ML	1	Q	44	SPT	134	10,120	8,498	44.0	1.17	51.3	0.50	25.6	1.00	1.20	1.05	64.7	32.3	32.3		34.6				361

Version 3.4.2 Notes:

- The correction factors C_e (Energy Ratio), C_d (Borehole Diameter), C_R (Rod Length) and C_S (Sampling Method-liner), C_H (Overburden) are per Youd 2001
- The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
- For fine-grained materials, the correlated undrained shear strengths are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- The friction angles were estimated based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- Residual Strength (Sr) is based on Kramer and Wang (2015) as suggested in the Caltrans Geotechnical Manual, "Liquefaction-Induced Lateral Spreading" module (January 2020).
- The estimated Vs were correlated based on Caltrans Geotechnical Manual, "Design Acceleration Response Spectrum" module (January 2021).

SOIL PARAMETERS & Vs30

PROJECT NAME: Enterprise Canal Trail POC over 168
PROJECT NO.: 2019-137-FDN
STRUCTURE: Temperance Expressway Undercrossing
BORING NO.: TB-3
BORING ELEV. (ft): 386.4
BOREHOLE DIA (in)= 6
GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

Calc By: JT
Date: 10/10/22

N₆₀ 36.4
N₉₀ 40.0
V_{u60} (m/s) 224
V_{u90} (m/s) 246

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_e	N_{60} C_e Corr.	C_H	$(N_1)_{60}$	C_R	C_S	C_B	N_{60} (C_R, C_S & C_B Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$	Correlated Strength Parameters			Lab Su (psf)	Vs (m/s)
	from	to																						ϕ (°)	Su (psf)	Sr (psf)		
1	0	4.5	2	SM	1	Q	75	MC	135.7	271	271	30.8	1.17	35.9	1.70	61.0	0.75	1.00	1.05	28.3	48.0		48.0	39.2				117
2	4.5	9.5	7	SM	1	Q	31	MC	136.8	953	953	12.7	1.17	14.8	1.49	22.1	0.80	1.00	1.05	12.5	18.6		18.6	33.4				129
3	9.5	14.5	12	SM	1	Q	28	SPT	130.3	1,620	1,620	28.0	1.17	32.7	1.14	37.3	0.85	1.20	1.05	35.0	40.0		40.0	36.2				185
4	14.5	19.5	17	SM	1	Q	39	MC	130.3	2,272	2,272	16.0	1.17	18.7	0.97	18.0	0.95	1.00	1.05	18.6	18.0		18.0	32.4				173
5	19.5	24.5	22	SM	1	Q	24	SPT	128.7	2,919	2,919	24.0	1.17	28.0	0.85	23.8	0.95	1.20	1.05	33.5	28.5		28.5	33.7				210
6	24.5	29.5	27	SM	1	Q	86	MC	128.7	3,563	3,563	35.3	1.17	41.1	0.77	31.7	1.00	1.00	1.05	43.2	33.3		33.3	35.2				233
7	29.5	34.5	32	SM	1	Q	64	SPT	110.9	4,162	4,162	64.0	1.17	74.7	0.71	53.2	1.00	1.20	1.05	94.1	67.1		67.1	38.4				288
8	34.5	39.5	37	SM	1	Q	100	MC	110.9	4,716	4,716	41.0	1.17	47.8	0.67	32.0	1.00	1.00	1.05	50.2	33.6		33.6	35.3				257
9	39.5	44.5	42	SM	1	Q	19	SPT	110.9	5,271	5,271	19.0	1.17	22.2	0.63	14.0	1.00	1.20	1.05	27.9	17.7		17.7	31.3				230
10	44.5	49.5	47	SM	1	Q	100	MC	122.4	5,854	5,854	41.0	1.17	47.8	0.60	28.8	1.00	1.00	1.05	50.2	30.2		30.2	34.7				270
11	49.5	53	52	SM	1	Q	100	SPT	122.4	6,466	6,341	100.0	1.17	116.7	0.58	67.4	1.00	1.20	1.05	147.0	84.9		84.9	39.7				352
12	53	58.5	57	CL	2	Q	48	MC	132.1	7,117	6,680	31.2	1.17	36.4	0.56	20.5	1.00	1.00	1.05	38.2	21.5			4,550				306
13	58.5	64.5	62	SC	1	Q	50	SPT	132.1	7,777	7,029	50.0	1.17	58.3	0.55	32.0	1.00	1.20	1.05	73.5	40.3		40.3	35.3				307
14	64.5	69.5	67	SC	1	Q	90	MC	132.1	8,438	7,377	36.9	1.17	43.1	0.54	23.1	1.00	1.00	1.05	45.2	24.2		24.2	33.6				278
15	69.5	74.5	72	SC	1	Q	100	SPT	132.1	9,098	7,726	100.0	1.17	116.7	0.52	61.1	1.00	1.20	1.05	147.0	76.9		76.9	39.2				368
16	74.5	77	77	SC	1	Q	95	MC	132.1	9,759	8,074	39.0	1.17	45.4	0.51	23.3	1.00	1.00	1.05	47.7	24.4		24.4	33.6				287

Version 3.4.2 Notes:

- The correction factors C_e (Energy Ratio), C_R (Borehole Diameter), C_H (Rod Length) and C_S (Sampling Method-liner), C_B (Overburden) are per Youd 2001
- The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
- For fine-grained materials, the correlated undrained shear strengths are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- The friction angles were estimated based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- Residual Strength (Sr) is based on Kramer and Wang (2015) as suggested in the Caltrans Geotechnical Manual, "Liquefaction-Induced Lateral Spreading" module (January 2020).
- The estimated Vs were correlated based on Caltrans Geotechnical Manual, "Design Acceleration Response Spectrum" module (January 2021).

SOIL PARAMETERS & Vs30

PROJECT NAME: Enterprise Canal Trail POC over 168
PROJECT NO.: 2019-137-FDN
STRUCTURE: Temperance Expressway Undercrossing
BORING NO.: TB-4
BORING ELEV. (ft): 386.6
BOREHOLE DIA (in)= 6
GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

Calc By: JT
Date: 10/10/22

N₆₀ 19.4
N₆₀ 21.3
V_{u60} (m/s) 205
V_{u30} (m/s) 226

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_e	N_{60} C_e Corr.	C_H	$(N_1)_{60}$	C_R	C_S	C_E	N_{60} (C_R , C_S & C_E Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$	Correlated Strength Parameters			Lab Su (psf)	Vs (m/s)
	from	to																						ϕ (°)	Su (psf)	Sr (psf)		
1	0	4.5	2	SM	1	Q	7	MC	135.7	271	271	2.9	1.17	3.3	1.70	5.7	0.75	1.00	1.05	2.6	4.5	4.5		28.1				68
2	4.5	9.5	7	SM	1	Q	12	SPT	136.8	953	953	12.0	1.17	14.0	1.49	20.9	0.80	1.20	1.05	14.1	21.0		21.0	33.1				133
3	9.5	14.5	12	SM	1	Q	22	MC	130.3	1,620	1,620	9.0	1.17	10.5	1.14	12.0	0.85	1.00	1.05	9.4	10.7		10.7	30.6				137
4	14.5	17	17	SM	1	Q	19	SPT	130.3	2,272	2,272	19.0	1.17	22.2	0.97	21.4	0.95	1.20	1.05	26.5	25.6		25.6	33.2				187
5	17	24.5	22	SC	1	Q	48	MC	128.7	2,915	2,915	19.7	1.17	23.0	0.85	19.6	0.95	1.00	1.05	22.9	19.5		19.5	32.8				192
6	24.5	29.5	27	SC	1	Q	28	SPT	128.7	3,559	3,559	28.0	1.17	32.7	0.77	25.2	1.00	1.20	1.05	41.2	31.7		31.7	34.0				230
7	29.5	34.5	32	SC	1	Q	100	MC	110.9	4,158	4,158	41.0	1.17	47.8	0.71	34.1	1.00	1.00	1.05	50.2	35.8		35.8	35.7				250
8	34.5	39.5	37	ML	1	Q	41	SPT	110.9	4,712	4,712	41.0	1.17	47.8	0.67	32.1	1.00	1.20	1.05	60.3	40.4		40.4	35.8				296
9	39.5	44.5	42	ML	1	Q	68	MC	110.9	5,267	5,267	27.9	1.17	32.5	0.63	20.6	1.00	1.00	1.05	34.2	21.6		21.6	33.5				278
10	44.5	49.5	47	ML	1	Q	100	SPT	122.4	5,850	5,850	100.0	1.17	116.7	0.60	70.2	1.00	1.20	1.05	147.0	88.4		88.4	40.3				369
11	49.5	51.5	52	ML	1	Q	100	MC	122.4	6,462	6,337	41.0	1.17	47.8	0.58	27.6	1.00	1.00	1.05	50.2	29.0		29.0	35.0				315
12	51.5	59.5	57	SM	1	Q	35	SPT	132.1	7,128	6,691	35.0	1.17	40.8	0.56	23.0	1.00	1.20	1.05	51.5	28.9		28.9	33.6				280
13	59.5	65	62	SM	1	Q	100	MC	132.1	7,788	7,039	41.0	1.17	47.8	0.55	26.2	1.00	1.00	1.05	50.2	27.5		27.5	34.2				282
14	65	69.5	67	SC	1	Q	71	SPT	132.1	8,449	7,388	71.0	1.17	82.8	0.54	44.3	1.00	1.20	1.05	104.4	55.9		55.9	37.2				337
15	69.5	74.5	72	SC	1	Q	100	MC	132.1	9,109	7,736	41.0	1.17	47.8	0.52	25.0	1.00	1.00	1.05	50.2	26.3		26.3	34.0				288
16	74.5	77	77	ML	1	Q	100	SPT	132.1	9,770	8,085	100.0	1.17	116.7	0.51	59.7	1.00	1.20	1.05	147.0	75.2		75.2	39.6				409

Version 3.4.2 Notes:

- The correction factors C_e (Energy Ratio), C_R (Borehole Diameter), C_H (Rod Length) and C_S (Sampling Method-liner), C_E (Overburden) are per Youd 2001
- The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
- For fine-grained materials, the correlated undrained shear strengths are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- The friction angles were estimated based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021).
- Residual Strength (Sr) is based on Kramer and Wang (2015) as suggested in the Caltrans Geotechnical Manual, "Liquefaction-Induced Lateral Spreading" module (January 2020).
- The estimated Vs were correlated based on Caltrans Geotechnical Manual, "Design Acceleration Response Spectrum" module (January 2021).

IV-2: Liquefaction Potential Analyses

LIQUEFACTION ANALYSIS

PROJECT NAME: Enterprise Canal Trail POC over 168
PROJECT NO.: 2019-137-FDN
STRUCTURE: Enterprise Canal Box Culvert
BORING NO.: ECB-1
BORING ELEV. (ft): 392.5
BOREHOLE DIA (in): 6
GW DEPTH (ft): 50

HAMMER ENERGY = 70%
DRILLING RODS (Y/N)= Y

- Soil Groups
1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

- Age Scaling Factor (ASF, Dimensionless)
- H: Holocene
Q: Quaternary
P: Pleistocene

MAJOR CUT(-)/FILL(+) (ft)
DESIGN GW DEPTH (ft)
MAXIMUM LIQ. DEPTH CONSIDERED (ft)

$\sigma_{max} (g) = 0.24$
 $FAULT M_w = 6.29$
 $MSF = 1.57$

Calc By: JT
Date: 10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)
	from	to							

σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_r	N_{60} C_r Corr.	C_u	$(N_1)_{60}$	C_h	C_s	C_b	N_{60} (C_u , C_s & C_b Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$
240	240	2.5	1.17	2.9	1.70	4.9	0.75	1.00	1.05	2.3	3.8		3.8
720	720	26.7	1.17	31.1	1.70	52.9	0.80	1.00	1.05	26.1	44.4		44.4
1,320	1,320	38.0	1.17	44.3	1.27	56.1	0.85	1.20	1.05	47.5	60.1		60.1
1,920	1,920	26.2	1.17	30.6	1.05	32.1	0.95	1.00	1.05	30.5	32.1		32.1
2,520	2,520	30.0	1.17	35.0	0.92	32.1	0.95	1.20	1.05	41.9	38.4		38.4
3,120	3,120	17.6	1.17	20.6	0.82	16.9	1.00	1.00	1.05	21.6	17.8		17.8
3,720	3,720	43.0	1.17	50.2	0.75	37.8	1.00	1.20	1.05	63.2	47.7		47.7

Cyc. Resistance Ratio (CRR) /Cyc. Stress Ratio (CSR)						F.S.= $(CRR_{r,s}/CSR)^{MSF}K_s \cdot K_a$					Post-Liq. Settl.	
CRR _{r,s}	σ_v	σ'_v	r_d	CSR		K_a	Dr	f	K_a	FS	Vol. Strain (%)	ΔD (in)
240.0	240.0	240.0	1.0	0.2		1.0	0.4	0.8	1.0			
720.0	720.0	720.0	1.0	0.2		1.0	1.0	0.6	1.0			
1320.0	1320.0	1320.0	1.0	0.2		1.0	1.1	0.6	1.0			
1920.0	1920.0	1920.0	1.0	0.2		1.0	0.9	0.6	1.0			
2520.0	2520.0	2520.0	1.0	0.1		0.9	0.9	0.6	1.0			
3120.0	3120.0	3120.0	0.9	0.1		0.9	0.7	0.6	1.0			
3720.0	3720.0	3720.0	0.9	0.1		0.8	1.0	0.6	1.0			

- Version 3.4.2 Notes:
1. The correction factors C_r (Energy Ratio), C_u (Borehole Diameter), C_b (Rod Length) and C_s (Sampling Method-liner), C_u (Overburden) are per Youd 2001
 2. The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
Cohesive: 0.65 Cohesionless: 0.41
 3. For correction of overburden, $CN = (1/\sigma_v')^{0.5}$ with a maximum value of 1.7.
 4. The influence of Fines Contents are expressed by the following correction: $(N_1)_{60,cs} = a + b (N_1)_{60}$
where a and b = coefficients determined from the following relationships
for FC < 5% a = 0, b = 1.0
for 5% < FC < 35% a = $\exp(1.76 - (190/FC^2))$, b = $(0.99 + (FC^{1.5}/1000))$
for FC > 35% a = 5.0, b = 1.2
 5. For $(N1)_{60,cs}$ greater than 30, clean granular soils are too dense to liquefy and are classed as non-liquefiable.
 6. Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER Workshops on Evaluation of Liquefaction Resistance of Soils, Youd, et al., ASCE Journal of Geotechnical and Geoenvironmental Engineering, October 2001, Vol. 127 No. 10
 7. Volumetric Strain of Liquefied Soil ais based on Tokimatsu and Seed (1987)

LIQUEFACTION ANALYSIS

PROJECT NAME:
PROJECT NO.:
STRUCTURE:
BORING NO.:
BORING ELEV. (ft):
BOREHOLE DIA (in):
GW DEPTH (ft):

Enterprise Canal Trail POC over 168
2019-137-FDN
Enterprise Canal Box Culvert
ECB-1
392.4
6
50

HAMMER ENERGY =
DRILLING RODS (V/N)=

70%
Y

Soil Groups

1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
3. Liquefiable Soils (Residual Shear Strength, Sr)
4. Young Sedimentary Rocks (Cohesionless)
5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)

H: Holocene
Q: Quaternary
P: Pleistocene

MAJOR CUT(-)/FILL(+) (ft)
DESIGN GW DEPTH (ft)
MAXIMUM LIQ. DEPTH CONSIDERED (ft)

50
70

$\sigma_{max} (g) =$
 $FAULT M_w =$
 $MSF =$

0.24
6.29
1.57

Calc By:
Date:

JT
10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)	σ_v (psf)	σ'_v (psf)	SPT-N eq.					N_{60} (C_u , C_s & C_c Corr.)					F.C.	$(N_s)_{60,CS}$	CRR _{1.5}	σ_v	σ'_v	r_d	CSR	K σ	Dr	f	K α	FS	Vol. Strain (%)	ΔD (in)
	from	to										C_c	C_s	C_u	$(N_s)_{60}$	C_k	C_s	C_u																	
1	0	4	2	SC	1	Q	16	MC	120	240	240	6.6	1.17	7.7	1.70	13.0	0.75	1.00	1.05	6.0	10.2	10.2	240.0	240.0	1.0	0.2	1.0	0.6	0.7	1.0					
2	4	8.5	6	SC	1	Q	38	SPT	120	720	720	38.0	1.17	44.3	1.70	75.4	0.80	1.20	1.05	44.7	76.0	76.0	720.0	720.0	1.0	0.2	1.0	1.2	0.6	1.0					
3	8.5	14.5	11	SC	1	Q	61	MC	120	1,320	1,320	25.0	1.17	29.2	1.27	36.9	0.85	1.00	1.05	26.0	33.0	33.0	1320.0	1320.0	1.0	0.2	1.0	0.9	0.6	1.0					
4	14.5	18.5	16	CL	2	Q	27	SPT	120	1,920	1,920	27.0	1.17	31.5	1.05	33.1	0.95	1.20	1.05	37.7	39.6		1920.0	1920.0	1.0		1.0	0.9	0.6	1.0					
5	18.5	23.5	21	SC	1	Q	54	MC	120	2,520	2,520	22.1	1.17	25.8	0.92	23.7	0.95	1.00	1.05	25.8	23.6	23.6	2520.0	2520.0	1.0	0.1	0.9	0.8	0.6	1.0					
6	23.5	28.5	26	SC	1	Q	27	SPT	120	3,120	3,120	27.0	1.17	31.5	0.82	25.9	1.00	1.20	1.05	39.7	32.7	32.7	3120.0	3120.0	0.9	0.1	0.9	0.9	0.6	1.0					
7	28.5	31.5	31	SC	1	Q	100	MC	120	3,720	3,720	41.0	1.17	47.8	0.75	36.1	1.00	1.00	1.05	50.2	37.9	37.9	3720.0	3720.0	0.9	0.1	0.8	1.0	0.6	1.0					

Version 3.4.2 Notes:

1. The correction factors C_e (Energy Ratio), C_u (Borehole Diameter), C_s (Rod Length) and C_b (Sampling Method-liner), C_u (Overburden) are per Youd 2001

2. The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):

Cohesive: 0.65 Cohesionless: 0.41

3. For correction of overburden, $CN = (1/\sigma_v)^{0.5}$ with a maximum value of 1.7.

4. The influence of Fines Contents are expressed by the following correction: $(N_s)_{60,cs} = a + b (N_s)_{60}$ where a and b = coefficients determined from the following relationships

for $FC < 5\%$ a = 0, b = 1.0

for $5\% < FC < 35\%$ a = $\exp(1.76 - (190/FC^2))$, b = $(0.99 + (FC^{1.5}/1000))$

for $FC > 35\%$ a = 5.0, b = 1.2

5. For $(N1)_{60,cs}$ greater than 30, clean granular soils are too dense to liquefy and are classed as non-liquefiable.

6. Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER Workshops on Evaluation of Liquefaction Resistance of Soils, Youd, et al., ASCE Journal of Geotechnical and Geoenvironmental Engineering, October 2001, Vol. 127 No. 10

7. Volumetric Strain of Liquefied Soil ais based on Tokimatsu and Seed (1987)

LIQUEFACTION ANALYSIS

PROJECT NAME: Enterprise Canal Trail POC over 168
 PROJECT NO.: 2019-137-FDN
 STRUCTURE: Temperance Expressway Undercrossing
 BORING NO.: TB-1
 BORING ELEV. (ft): 386.5
 BOREHOLE DIA (in)= 6
 GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
 DRILLING RODS (Y/N)= Y

- Soil Groups
1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)

H: Holocene
 Q: Quaternary
 P: Pleistocene

MAJOR CUT(-)/FILL(+) (ft)
 DESIGN GW DEPTH (ft)
 MAXIMUM LIQ. DEPTH CONSIDERED (ft)

$\sigma_{max} (g) =$ 0.24
 $FAULT M_w =$ 6.29
 $MSF =$ 1.57

Calc By: JT
 Date: 10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)
	from	to							
1	0	4.5	2	SM	1	Q	17	MC	124.9
2	4.5	9.5	7	SM	1	Q	49	MC	124.9
3	9.5	14	12	SM	1	Q	36	SPT	124.9
4	14	18.5	17	CL	2	Q	48	MC	135.6
5	18.5	24.5	22	SM	1	Q	32	SPT	125.7
6	24.5	28.5	27	SM	1	Q	70	MC	125.7
7	28.5	34.5	32	ML	1	Q	40	SPT	144.4
8	34.5	39.5	37	ML	1	Q	82	MC	144.4
9	39.5	44.5	42	ML	1	Q	47	SPT	123
10	44.5	49.5	47	ML	1	Q	95	MC	123
11	49.5	54.5	52	ML	1	Q	40	SPT	123
12	54.5	59.5	57	ML	1	Q	100	MC	115.6
13	59.5	64.5	62	ML	1	Q	34	SPT	115.6
14	64.5	69.5	67	SM	1	Q	36	MC	119.6
15	69.5	75	72	SM	1	Q	78	SPT	119.6
16	75	77	77	SC	1	Q	113	MC	119.6

σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_r	N_{60} C_r Corr.	C_u	$(N_1)_{60}$	C_k	C_s	C_b	N_{60} $(C_u, C_s \& C_b \text{ Corr.})$	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$
250	250	7.0	1.17	8.1	1.70	13.8	0.75	1.00	1.05	6.4	10.9		10.9
874	874	20.1	1.17	23.4	1.56	36.5	0.80	1.00	1.05	19.7	30.6		30.6
1,499	1,499	36.0	1.17	42.0	1.19	49.9	0.85	1.20	1.05	45.0	53.4		53.4
2,155	2,155	31.2	1.17	36.4	0.99	36.1	0.95	1.00	1.05	36.3	36.0		36.0
2,799	2,799	32.0	1.17	37.3	0.87	32.5	0.95	1.20	1.05	44.7	38.9		38.9
3,427	3,427	28.7	1.17	33.5	0.79	26.3	1.00	1.00	1.05	35.2	27.6		27.6
4,121	4,121	40.0	1.17	46.7	0.72	33.4	1.00	1.20	1.05	58.8	42.1		42.1
4,843	4,843	33.6	1.17	39.2	0.66	25.9	1.00	1.00	1.05	41.2	27.2		27.2
5,512	5,512	47.0	1.17	54.8	0.62	34.0	1.00	1.20	1.05	69.1	42.8		42.8
6,127	6,127	39.0	1.17	45.4	0.59	26.7	1.00	1.00	1.05	47.7	28.0		28.0
6,742	6,617	40.0	1.17	46.7	0.57	26.4	1.00	1.20	1.05	58.8	33.3		33.3
7,338	6,901	41.0	1.17	47.8	0.55	26.5	1.00	1.00	1.05	50.2	27.8		27.8
7,916	7,167	34.0	1.17	39.7	0.54	21.6	1.00	1.20	1.05	50.0	27.2		27.2
8,504	7,443	14.8	1.17	17.2	0.53	9.2	1.00	1.00	1.05	18.1	9.6		9.6
9,102	7,729	78.0	1.17	91.0	0.52	47.6	1.00	1.20	1.05	114.7	60.0		60.0
9,700	8,015	46.3	1.17	54.1	0.51	27.8	1.00	1.00	1.05	56.8	29.2		29.2

Cyc. Resistance Ratio (CRR) /Cyc. Stress Ratio (CSR)						F.S.=(CRR _{r,s} /CSR)*MSF*Ks*Ka					Post-Liq. Settl.	
CRR _{r,s}	σ_v	σ'_v	r_d	CSR		Ka	Dr	f	Ka	FS	Vol. Strain (%)	ΔD (in)
	249.8	249.8	1.0	0.2		1.0	0.7	0.7	1.0			
	874.3	874.3	1.0	0.2		1.0	0.9	0.6	1.0			
	1498.8	1498.8	1.0	0.2		1.0	1.1	0.6	1.0			
	2305.2	2305.2	1.0			1.0	1.0	0.6	1.0			
	2765.4	2765.4	1.0	0.1		0.9	0.9	0.6	1.0			
	3393.9	3393.9	0.9	0.1		0.8	0.9	0.6	1.0			
	4620.8	4620.8	0.9	0.1		0.8	0.9	0.6	1.0			
	5342.8	5342.8	0.9	0.1		0.7	0.8	0.6	1.0			
	5166.0	5166.0	0.8	0.1		0.7	1.0	0.6	1.0			
	5781.0	5781.0	0.8	0.1		0.7	0.9	0.6	1.0			
	6396.0	6271.2	0.7	0.1		0.6	0.9	0.6	1.0	NON-LIQ.		
0.36	6589.2	6152.4	0.7	0.1		0.6	0.9	0.6	1.0	3.10		
0.34	7167.2	6418.4	0.6	0.1		0.6	0.8	0.6	1.0	2.94		
0.11	8013.2	6952.4	0.6	0.1		0.7	0.6	0.7	1.0	1.09		
0.05	8611.2	7238.4	0.6	0.1		0.6	1.1	0.6	1.0	NON-LIQ.		

- Version 3.4.2 Notes:
1. The correction factors C_r (Energy Ratio), C_u (Borehole Diameter), C_b (Rod Length) and C_s (Sampling Method-liner), C_u (Overburden) are per Youd 2001
 2. The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
 3. For correction of overburden, $CN = (1/\sigma_v)^{0.5}$ with a maximum value of 1.7.
 4. The influence of Fines Contents are expressed by the following correction: $(N_1)_{60cs} = a + b (N_1)_{60}$
 where a and b = coefficients determined from the following relationships
 for $FC < 5\%$ $a = 0$, $b = 1.0$
 for $5\% < FC < 35\%$ $a = \exp(1.76 - (190/FC^2))$, $b = (0.99 + (FC^{1.5}/1000))$
 for $FC > 35\%$ $a = 5.0$, $b = 1.2$
 5. For $(N1)_{60cs}$ greater than 30, clean granular soils are too dense to liquefy and are classed as non-liquefiable.
 6. Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER Workshops on Evaluation of Liquefaction Resistance of Soils, Youd, et al., ASCE Journal of Geotechnical and Geoenvironmental Engineering, October 2001, Vol. 127 No. 10
 7. Volumetric Strain of Liquefied Soil ais based on Tokimatsu and Seed (1987)

LIQUEFACTION ANALYSIS

PROJECT NAME: Enterprise Canal Trail POC over 168
 PROJECT NO.: 2019-137-FDN
 STRUCTURE: Temperance Expressway Undercrossing
 BORING NO.: TB-2
 BORING ELEV. (ft): 386.9
 BOREHOLE DIA (in): 6
 GW DEPTH (ft): 50

HAMMER ENERGY = 70%
 DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

MAJOR CUT(-)/FILL(+) (ft)
 DESIGN GW DEPTH (ft)
 MAXIMUM LIQ. DEPTH CONSIDERED (ft)

$\sigma_{max} (g) =$ 0.24
 $FAULTM_w =$ 6.29
 $MSF =$ 1.57

Calc By: JT
 Date: 10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)
	from	to							
1	0	4	2	SM	1	Q	34	MC	133.9
2	4	8.5	6	SM	1	Q	26	SPT	133.9
3	8.5	13.5	11	SM	1	Q	44	MC	120
4	13.5	18.5	16	ML	1	Q	39	SPT	134.7
5	18.5	23.5	21	ML	1	Q	62	MC	134.7
6	23.5	28.5	26	ML	1	Q	52	SPT	133.9
7	28.5	33.5	31	ML	1	Q	52	MC	133.9
8	33.5	38.5	36	ML	1	Q	77	SPT	136.6
9	38.5	43.5	41	ML	1	Q	98	MC	133.6
10	43.5	48.5	46	ML	1	Q	40	SPT	133.6
11	48.5	53.5	51	ML	1	Q	100	MC	133.6
12	53.5	58.5	56	ML	1	Q	50	SPT	133.6
13	58.5	63.5	61	ML	1	Q	40	MC	133.6
14	63.5	69	66	ML	1	Q	40	SPT	133.6
15	69	73.5	71	CL	2	Q	91	MC	134
16	73.5	77	76	ML	1	Q	44	SPT	134

σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_r	N_{60} C_r Corr.	C_u	$(N_1)_{60}$	C_k	C_s	C_b	N_{60} $(C_u, C_s \& C_b \text{ Corr.})$	$(N_1)_{60}$ $(C_u, C_s \& C_b \text{ Corr.})$	F.C.	$(N_1)_{60,CS}$
268	268	13.9	1.17	16.3	1.70	27.6	0.75	1.00	1.05	12.8	21.8		21.8
803	803	26.0	1.17	30.3	1.62	49.2	0.80	1.20	1.05	30.6	49.6		49.6
1,438	1,438	18.0	1.17	21.0	1.21	25.5	0.85	1.00	1.05	18.8	22.8		22.8
2,075	2,075	39.0	1.17	45.5	1.01	46.0	0.95	1.20	1.05	54.5	55.0		55.0
2,748	2,748	25.4	1.17	29.7	0.88	26.0	0.95	1.00	1.05	29.6	26.0		26.0
3,420	3,420	52.0	1.17	60.7	0.79	47.7	1.00	1.20	1.05	76.4	60.1		60.1
4,089	4,089	21.3	1.17	24.9	0.72	17.9	1.00	1.00	1.05	26.1	18.8		18.8
4,766	4,766	77.0	1.17	89.8	0.67	59.9	1.00	1.20	1.05	113.2	75.4		75.4
5,441	5,441	40.2	1.17	46.9	0.62	29.2	1.00	1.00	1.05	49.2	30.7		30.7
6,109	6,109	40.0	1.17	46.7	0.59	27.5	1.00	1.20	1.05	58.8	34.6		34.6
6,777	6,715	41.0	1.17	47.8	0.56	26.9	1.00	1.00	1.05	50.2	28.2		28.2
7,445	7,071	50.0	1.17	58.3	0.55	31.9	1.00	1.20	1.05	73.5	40.2		40.2
8,113	7,427	16.4	1.17	19.1	0.53	10.2	1.00	1.00	1.05	20.1	10.7		10.7
8,781	7,783	40.0	1.17	46.7	0.52	24.3	1.00	1.20	1.05	58.8	30.7		30.7
9,450	8,140	59.2	1.17	69.0	0.51	35.2	1.00	1.00	1.05	72.5	36.9		
10,120	8,498	44.0	1.17	51.3	0.50	25.6	1.00	1.20	1.05	64.7	32.3		32.3

Cyc. Resistance Ratio (CRR) /Cyc. Stress Ratio (CSR)						F.S.= $(CRR_{r,s}/CSR)^{1/MSF}K_s \cdot K_a$					Post-Liq. Settl.	
CRR _{r,s}	σ_v	σ'_v	r_d	CSR		K_a	Dr	f	K_a	FS	Vol. Strain (%)	ΔD (in)
	267.8	267.8	1.0	0.2		1.0	0.8	0.6	1.0			
	803.4	803.4	1.0	0.2		1.0	1.0	0.6	1.0			
	1320.0	1320.0	1.0	0.2		1.0	0.8	0.6	1.0			
	2155.2	2155.2	1.0	0.2		1.0	1.1	0.6	1.0			
	2828.7	2828.7	1.0	0.1		0.9	0.9	0.6	1.0			
	3481.4	3481.4	0.9	0.1		0.8	1.1	0.6	1.0			
	4150.9	4150.9	0.9	0.1		0.8	0.7	0.6	1.0			
	4917.6	4917.6	0.9	0.1		0.7	1.2	0.6	1.0			
	5477.6	5477.6	0.8	0.1		0.7	0.9	0.6	1.0			
	6145.6	6145.6	0.8	0.1		0.7	0.9	0.6	1.0			
0.38	6813.6	6751.2	0.7	0.1		0.6	0.9	0.6	1.0	3.18		
	7481.6	7107.2	0.7	0.1		0.6	0.9	0.6	1.0	NON-LIQ.		
0.12	8149.6	7463.2	0.7	0.1		0.7	0.6	0.7	1.0	1.17		
	8817.6	7819.2	0.6	0.1		0.6	0.8	0.6	1.0	NON-LIQ.		
	9514.0	8203.6	0.6			0.6	0.9	0.6	1.0			

- Version 3.4.2 Notes:
- The correction factors C_r (Energy Ratio), C_u (Borehole Diameter), C_b (Rod Length) and C_s (Sampling Method-liner), C_u (Overburden) are per Yound 2001
 - The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
 - For correction of overburden, $CN = (1/\sigma_v)^{0.5}$ with a maximum value of 1.7.
 - The influence of Fines Contents are expressed by the following correction: $(N_1)_{60,cs} = a + b (N_1)_{60}$
 where a and b = coefficients determined from the following relationships
 for FC < 5% a = 0, b = 1.0
 for 5% < FC < 35% a = $\exp(1.76 - (190/FC^{1.5}))$, b = $(0.99 + (FC^{1.5}/1000))$
 for FC > 35% a = 5.0, b = 1.2
 - For $(N1)_{60,cs}$ greater than 30, clean granular soils are too dense to liquefy and are classed as non-liquefiable.
 - Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER Workshops on Evaluation of Liquefaction Resistance of Soils, Yound, et al., ASCE Journal of Geotechnical and Geoenvironmental Engineering, October 2001, Vol. 127 No. 10
 - Volumetric Strain of Liquefied Soil ais based on Tokimatsu and Seed (1987)

LIQUEFACTION ANALYSIS

PROJECT NAME: Enterprise Canal Trail POC over 168
 PROJECT NO.: 2019-137-FDN
 STRUCTURE: Temperance Expressway Undercrossing
 BORING NO.: TB-3
 BORING ELEV. (ft): 386.4
 BOREHOLE DIA (in)= 6
 GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
 DRILLING RODS (Y/N)= Y

Soil Groups
 1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)
 H: Holocene
 Q: Quaternary
 P: Pleistocene

MAJOR CUT(-)/FILL(+) (ft)
 DESIGN GW DEPTH (ft) 50
 MAXIMUM LIQ. DEPTH CONSIDERED (ft) 70

$\sigma_{max} (g) =$ 0.24
 $FAULTM_w =$ 6.29
 $MSF =$ 1.57

Calc By: JT
 Date: 10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)
	from	to							
1	0	4.5	2	SM	1	Q	75	MC	135.7
2	4.5	9.5	7	SM	1	Q	31	MC	136.8
3	9.5	14.5	12	SM	1	Q	28	SPT	130.3
4	14.5	19.5	17	SM	1	Q	39	MC	130.3
5	19.5	24.5	22	SM	1	Q	24	SPT	128.7
6	24.5	29.5	27	SM	1	Q	86	MC	128.7
7	29.5	34.5	32	SM	1	Q	64	SPT	110.9
8	34.5	39.5	37	SM	1	Q	100	MC	110.9
9	39.5	44.5	42	SM	1	Q	19	SPT	110.9
10	44.5	49.5	47	SM	1	Q	100	MC	122.4
11	49.5	53	52	SM	1	Q	100	SPT	122.4
12	53	58.5	57	CL	2	Q	48	MC	132.1
13	58.5	64.5	62	SC	1	Q	50	SPT	132.1
14	64.5	69.5	67	SC	1	Q	90	MC	132.1
15	69.5	74.5	72	SC	1	Q	100	SPT	132.1
16	74.5	77	77	SC	1	Q	95	MC	132.1

σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_r	N_{60} C_r Corr.	C_u	$(N_1)_{60}$	C_k	C_s	C_b	N_{60} $(C_u, C_s \& C_b \text{ Corr.})$	$(N_1)_{60}$ $(C_u, C_s \& C_b \text{ Corr.})$	F.C.	$(N_1)_{60,CS}$
271	271	30.8	1.17	35.9	1.70	61.0	0.75	1.00	1.05	28.3	48.0		48.0
953	953	12.7	1.17	14.8	1.49	22.1	0.80	1.00	1.05	12.5	18.6		18.6
1,620	1,620	28.0	1.17	32.7	1.14	37.3	0.85	1.20	1.05	35.0	40.0		40.0
2,272	2,272	16.0	1.17	18.7	0.97	18.0	0.95	1.00	1.05	18.6	18.0		18.0
2,919	2,919	24.0	1.17	28.0	0.85	23.8	0.95	1.20	1.05	33.5	28.5		28.5
3,563	3,563	35.3	1.17	41.1	0.77	31.7	1.00	1.00	1.05	43.2	33.3		33.3
4,162	4,162	64.0	1.17	74.7	0.71	53.2	1.00	1.20	1.05	94.1	67.1		67.1
4,716	4,716	41.0	1.17	47.8	0.67	32.0	1.00	1.00	1.05	50.2	33.6		33.6
5,271	5,271	19.0	1.17	22.2	0.63	14.0	1.00	1.20	1.05	27.9	17.7		17.7
5,854	5,854	41.0	1.17	47.8	0.60	28.8	1.00	1.00	1.05	50.2	30.2		30.2
6,466	6,341	100.0	1.17	116.7	0.58	67.4	1.00	1.20	1.05	147.0	84.9		84.9
7,117	6,680	31.2	1.17	36.4	0.56	20.5	1.00	1.00	1.05	38.2	21.5		21.5
7,777	7,029	50.0	1.17	58.3	0.55	32.0	1.00	1.20	1.05	73.5	40.3		40.3
8,438	7,377	36.9	1.17	43.1	0.54	23.1	1.00	1.00	1.05	45.2	24.2		24.2
9,098	7,726	100.0	1.17	116.7	0.52	61.1	1.00	1.20	1.05	147.0	76.9		76.9
9,759	8,074	39.0	1.17	45.4	0.51	23.3	1.00	1.00	1.05	47.7	24.4		24.4

Cyc. Resistance Ratio (CRR) /Cyc. Stress Ratio (CSR)						F.S.= $(CRR_{r,s}/CSR)^{1/MSF}K_s \cdot K_a$					Post-Liq. Settl.	
CRR _{r,s}	σ_v	σ'_v	r_d	CSR		K _a	Dr	f	K _a	FS	Vol. Strain (%)	ΔD (in)
	271.4	271.4	1.0	0.2		1.0	1.1	0.6	1.0			
	957.6	957.6	1.0	0.2		1.0	0.8	0.6	1.0			
	1563.6	1563.6	1.0	0.2		1.0	1.0	0.6	1.0			
	2215.1	2215.1	1.0	0.2		1.0	0.8	0.6	1.0			
	2831.4	2831.4	1.0	0.1		0.9	0.8	0.6	1.0			
	3474.9	3474.9	0.9	0.1		0.8	0.9	0.6	1.0			
	3548.8	3548.8	0.9	0.1		0.8	1.2	0.6	1.0			
	4103.3	4103.3	0.9	0.1		0.7	1.0	0.6	1.0			
	4657.8	4657.8	0.8	0.1		0.7	0.7	0.7	1.0			
	5752.8	5752.8	0.8	0.1		0.7	0.9	0.6	1.0			
	6364.8	6240.0	0.7	0.1		0.6	1.2	0.6	1.0	NON-LIQ.		
	7529.7	7092.9	0.7			0.6	0.8	0.6	1.0			
	8190.2	7441.4	0.6	0.1		0.6	0.9	0.6	1.0	NON-LIQ.		
0.28	8850.7	7789.9	0.6	0.1		0.6	0.8	0.6	1.0	2.46		
	9511.2	8138.4	0.6	0.1		0.6	1.1	0.6	1.0	NON-LIQ.		

- Version 3.4.2 Notes:
- The correction factors C_r (Energy Ratio), C_u (Borehole Diameter), C_b (Rod Length) and C_s (Sampling Method-liner), C_u (Overburden) are per Youd 2001
 - The conversion factors from MC-N to SPT-N are based on Caltrans Geotechnical Manual, "Soil Correlations" module (March 2021):
 Cohesive: 0.65 Cohesionless: 0.41
 - For correction of overburden, $CN = (1/\sigma_v)^{0.5}$ with a maximum value of 1.7.
 - The influence of Fines Contents are expressed by the following correction: $(N_1)_{60,cs} = a + b (N_1)_{60}$
 where a and b = coefficients determined from the following relationships
 for FC < 5% a = 0, b = 1.0
 for 5% < FC < 35% a = $\exp(1.76 - (190/FC^2))$, b = $(0.99 + (FC^{1.5}/1000))$
 for FC > 35% a = 5.0, b = 1.2
 - For $(N1)_{60}$ s greater than 30, clean granular soils are too dense to liquefy and are classed as non-liquefiable.
 - Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER Workshops on Evaluation of Liquefaction Resistance of Soils, Youd, et al., ASCE Journal of Geotechnical and Geoenvironmental Engineering, October 2001, Vol. 127 No. 10
 - Volumetric Strain of Liquefied Soil ais based on Tokimatsu and Seed (1987)

LIQUEFACTION ANALYSIS

PROJECT NAME: Enterprise Canal Trail POC over 168
 PROJECT NO.: 2019-137-FDN
 STRUCTURE: Temperance Expressway Undercrossing
 BORING NO.: TB-4
 BORING ELEV. (ft): 386.6
 BOREHOLE DIA (in)= 6
 GW DEPTH (ft)= 50

HAMMER ENERGY = 70%
 DRILLING RODS (Y/N)= Y

- Soil Groups
1. Cohesionless Materials (SC, SM, SP, SW, GP, & GW, ML)
 2. Cohesive Materials (CL, CH, ML, MH, OL, & OH, SC, GC)
 3. Liquefiable Soils (Residual Shear Strength, Sr)
 4. Young Sedimentary Rocks (Cohesionless)
 5. Young Sedimentary Rocks (Cohesive)

Age Scaling Factor (ASF, Dimensionless)

H: Holocene
 Q: Quaternary
 P: Pleistocene

MAJOR CUT(-)/FILL(+) (ft)
 DESIGN GW DEPTH (ft)
 MAXIMUM LIQ. DEPTH CONSIDERED (ft)

$\sigma_{max} (g) =$ 0.24
 $FAULT M_w =$ 6.29
 $MSF =$ 1.57

Calc By: JT
 Date: 10/10/22

Sample No	Layer Thickness (ft)		Sample Depth (ft)	USCS Type	Soil Type	ASF (H/Q/P)	Field Blow Count	Sampler Type	Unit Weight (pcf)
	from	to							
1	0	4.5	2	SM	1	Q	7	MC	135.7
2	4.5	9.5	7	SM	1	Q	12	SPT	136.8
3	9.5	14.5	12	SM	1	Q	22	MC	130.3
4	14.5	17	17	SM	1	Q	19	SPT	130.3
5	17	24.5	22	SC	1	Q	48	MC	128.7
6	24.5	29.5	27	SC	1	Q	28	SPT	128.7
7	29.5	34.5	32	SC	1	Q	100	MC	110.9
8	34.5	39.5	37	ML	1	Q	41	SPT	110.9
9	39.5	44.5	42	ML	1	Q	68	MC	110.9
10	44.5	49.5	47	ML	1	Q	100	SPT	122.4
11	49.5	51.5	52	ML	1	Q	100	MC	122.4
12	51.5	59.5	57	SM	1	Q	35	SPT	132.1
13	59.5	65	62	SM	1	Q	100	MC	132.1
14	65	69.5	67	SC	1	Q	71	SPT	132.1
15	69.5	74.5	72	SC	1	Q	100	MC	132.1
16	74.5	77	77	ML	1	Q	100	SPT	132.1

σ_v (psf)	σ'_v (psf)	SPT-N eq.	C_r	N_{60} C_r Corr.	C_u	$(N_1)_{60}$	C_k	C_s	C_b	N_{60} (C_u, C_s & C_b Corr.)	$(N_1)_{60}$	F.C.	$(N_1)_{60,CS}$
271	271	2.9	1.17	3.3	1.70	5.7	0.75	1.00	1.05	2.6	4.5		4.5
953	953	12.0	1.17	14.0	1.49	20.9	0.80	1.20	1.05	14.1	21.0		21.0
1,620	1,620	9.0	1.17	10.5	1.14	12.0	0.85	1.00	1.05	9.4	10.7		10.7
2,272	2,272	19.0	1.17	22.2	0.97	21.4	0.95	1.20	1.05	26.5	25.6		25.6
2,915	2,915	19.7	1.17	23.0	0.85	19.6	0.95	1.00	1.05	22.9	19.5		19.5
3,559	3,559	28.0	1.17	32.7	0.77	25.2	1.00	1.20	1.05	41.2	31.7		31.7
4,158	4,158	41.0	1.17	47.8	0.71	34.1	1.00	1.00	1.05	50.2	35.8		35.8
4,712	4,712	41.0	1.17	47.8	0.67	32.1	1.00	1.20	1.05	60.3	40.4		40.4
5,267	5,267	27.9	1.17	32.5	0.63	20.6	1.00	1.00	1.05	34.2	21.6		21.6
5,850	5,850	100.0	1.17	116.7	0.60	70.2	1.00	1.20	1.05	147.0	88.4		88.4
6,462	6,337	41.0	1.17	47.8	0.58	27.6	1.00	1.00	1.05	50.2	29.0		29.0
7,128	6,691	35.0	1.17	40.8	0.56	23.0	1.00	1.20	1.05	51.5	28.9		28.9
7,788	7,039	41.0	1.17	47.8	0.55	26.2	1.00	1.00	1.05	50.2	27.5		27.5
8,449	7,388	71.0	1.17	82.8	0.54	44.3	1.00	1.20	1.05	104.4	55.9		55.9
9,109	7,736	41.0	1.17	47.8	0.52	25.0	1.00	1.00	1.05	50.2	26.3		26.3
9,770	8,085	100.0	1.17	116.7	0.51	59.7	1.00	1.20	1.05	147.0	75.2		75.2

Cyc. Resistance Ratio (CRR) /Cyc. Stress Ratio (CSR)						F.S.=(CRR _{r25} /CSR)*MSF*Ks*Ka					Post-Liq. Settl.	
CRR _{r25}	σ_v	σ'_v	r_d	CSR		Ka	Dr	f	Ka	FS	Vol. Strain (%)	ΔD (in)
	271.4	271.4	1.0	0.2		1.0	0.5	0.8	1.0			
	957.6	957.6	1.0	0.2		1.0	0.7	0.6	1.0			
	1563.6	1563.6	1.0	0.2		1.0	0.6	0.7	1.0			
	2215.1	2215.1	1.0	0.2		1.0	0.8	0.6	1.0			
	2831.4	2831.4	1.0	0.1		0.9	0.8	0.6	1.0			
	3474.9	3474.9	0.9	0.1		0.8	0.9	0.6	1.0			
	3548.8	3548.8	0.9	0.1		0.8	1.0	0.6	1.0			
	4103.3	4103.3	0.9	0.1		0.7	1.0	0.6	1.0			
	4657.8	4657.8	0.8	0.1		0.7	0.8	0.6	1.0			
	5752.8	5752.8	0.8	0.1		0.7	1.2	0.6	1.0			
0.41	6364.8	6240.0	0.7	0.1		0.6	0.9	0.6	1.0	3.57		
0.41	7529.7	7092.9	0.7	0.1		0.6	0.8	0.6	1.0	3.57		
0.35	8190.2	7441.4	0.6	0.1		0.6	0.8	0.6	1.0	3.11		
	8850.7	7789.9	0.6	0.1		0.6	1.0	0.6	1.0	NON-LIQ.		
0.32	9511.2	8138.4	0.6	0.1		0.6	0.8	0.6	1.0	2.81		

- Version 3.4.2 Notes:
1. The correction factors C_r (Energy Ratio), C_u (Borehole Diameter), C_s (Rod Length) and C_b (Sampling Method-liner), C_u (Overburden) are per Youd 2001
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 where a and b = coefficients determined from the following relationships
 for $FC < 5\%$ a = 0, b = 1.0
 for $5\% < FC < 35\%$ a = $\exp(1.76 - (190/FC^2))$, b = $(0.99 + (FC^{1.5}/1000))$
 for $FC > 35\%$ a = 5.0, b = 1.2
 5. For $(N1)_{60cs}$ greater than 30, clean granular soils are too dense to liquefy and are classed as non-liquefiable.
 6. Liquefaction Resistance of Soils: Summary Report from the 1996 NCEER and 1998 NCEER Workshops on Evaluation of Liquefaction Resistance of Soils, Youd, et al., ASCE Journal of Geotechnical and Geoenvironmental Engineering, October 2001, Vol. 127 No. 10
 7. Volumetric Strain of Liquefied Soil ais based on Tokimatsu and Seed (1987)

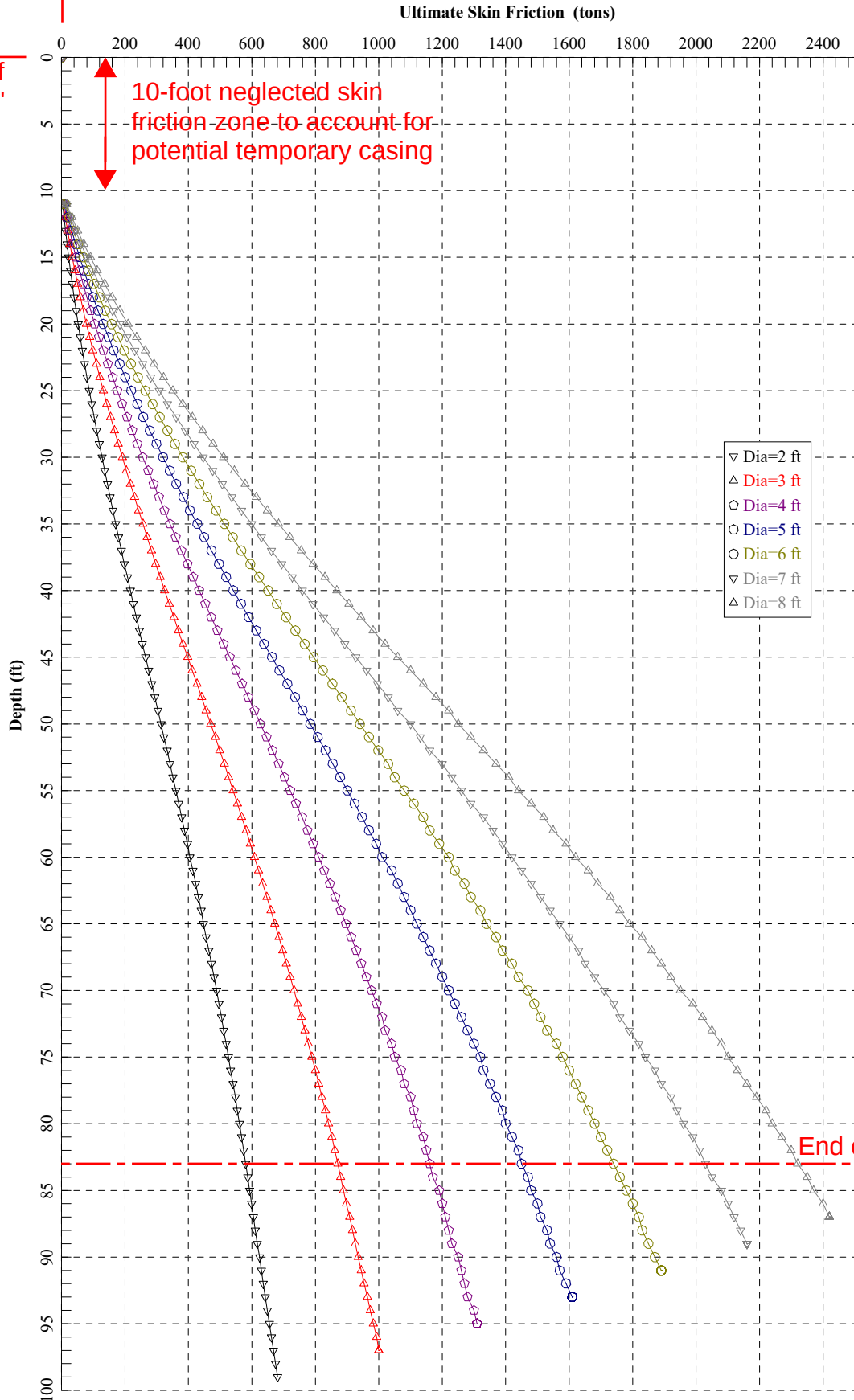
IV-3: Axial Pile Capacity Analyses

CIDH Shafts (24- to 96-inch-diameter piles)

AGENDA ITEM NO. 10.

Assumed
Existing Grade
Elev. 392.5'

Assumed
Pile Cut-Off
Elev. 388.5'



SAND

SAND

Assumed
Design G.W.
SAND

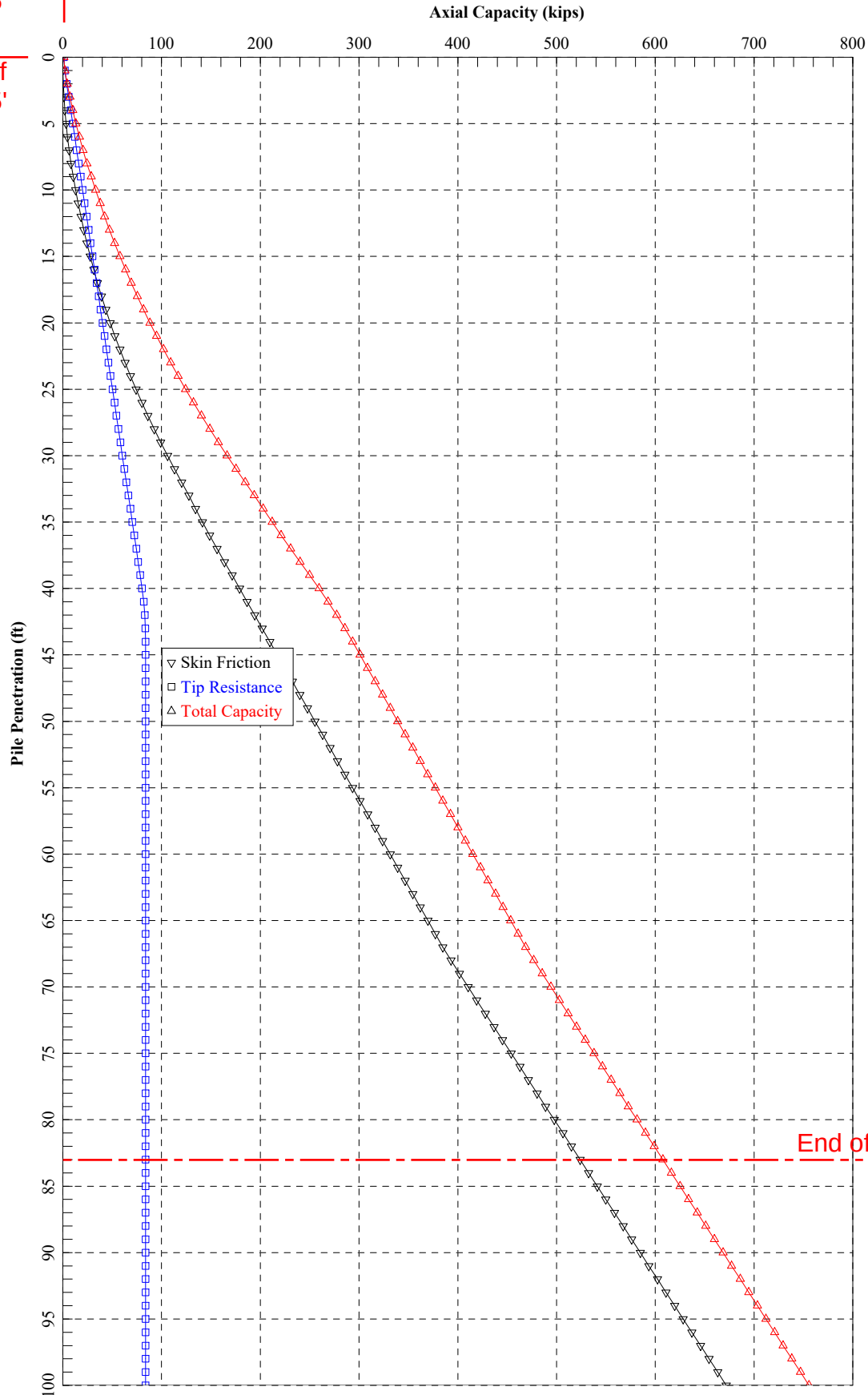
SAND

Assumed
Existing Grade
Elev. 392.5'

Assumed
Pile Cut-Off
Elev. 388.5'

Class 200 Alt. "W" (16-inch-diameter piles)

AGENDA ITEM NO. 10.



SAND

SAND

SAND

Assumed
Design G.W.

SAND

End of LOTB data

SAND

Appendix V

GROUNDWATER DATA



Unique Well ID	Local Well ID	GSA	DTW Sp. '15	WSE Sp. '15	DTW Fall '15	WSE Fall '15	DTW Sp. '16	WSE Sp. '16	DTW Fall '16	WSE Fall '16	DTW Sp. '17	WSE Sp. '17	DTW Fall '17	WSE Fall '17	DTW Sp. '18	WSE Sp. '18	DTW Fall '18	WSE Fall '18	DTW Sp. '19	WSE Sp. '19	DTW Fall '19	WSE Fall '19	DTW Sp. '20	WSE Sp. '20	DTW Fall '20	WSE Fall '20
365143N1198529W001	16S19E25B001M	North Fork Kings GSA	178.0	53.7	188.1	48.6	182.1	54.6			190.0	46.7			216.9	19.8			184.9	51.8						
365150N1197327W001	16S21E30C001M	North Fork Kings GSA	115.4	142.3	127.6	130.1	123.5	134.2			128.8	128.9	134.3	123.4	130.6	127.1	133.4	124.3	130.3	127.4	134.1	123.6	130.4	127.0	134.5	123.2
B06	B06	North Fork Kings GSA	187.0	-4.3	185.0	-2.3	182.0	0.7	186.0	-3.3					182.0	0.7	183.0	-0.3			181.6	-1.2	179.7	2.3	184.8	-4.7
B22	B22	North Fork Kings GSA	211.0	-11.8	210.0	-10.8	203.0	-3.8	209.0	-9.8	199.0	0.2	199.0	0.2	202.5	-3.3	208.0	-8.8			200.7	-4.6	200.9	-5.9	214.8	-18.9
B31	B31	North Fork Kings GSA	202.0	6.0	199.0	9.0	198.0	10.0	202.0	6.0	181.0	27.0	187.0	21.0	189.5	18.5					184.2	20.9	183.6	21.9	193.5	11.2
LID14	LID14	North Fork Kings GSA	174.0	61.9	183.0	52.9	164.0	71.9	188.0	47.9	157.0	78.9	157.0	78.9	151.0	84.9	181.0	54.9	155.0		169.0	55.5	167.0	57.5	171.6	52.8
LID21	LID21	North Fork Kings GSA	170.0	57.7	187.0	40.7	167.0	60.7	181.0	46.7	150.0	77.7	153.0	74.7	147.0	80.7	164.0	63.7	155.0	72.7	156.0	58.6	165.0	49.6	165.3	49.4
LID25	LID25	North Fork Kings GSA	254.5	-41.6	260.0	-47.1	223.0	-10.1	237.0	-24.1	187.0	25.9	179.0	33.9	171.0	41.9	174.0	38.9	174.0	38.9	168.0	35.2	158.3	43.2	165.3	37.9
LID26	LID26	North Fork Kings GSA	254.5	-40.6	239.0	-25.1	210.0	3.9	231.0	-17.1	182.0	31.9	173.0	40.9	172.0	41.9	200.0	13.9	172.0	41.9	184.0	16.1	178.9	19.1	183.9	16.2
12S19E33P001MX	FC160	North Kings GSA	86.9	214.0	102.0	198.9	93.6	207.3			104.8	196.1	101.1	199.8	99.8	201.1	103.6	197.3	100.7	200.2	104.1	196.8	102.0	198.9	103.7	197.2
12S19E36J001MX	FC091	North Kings GSA	146.8	185.0			145.8	186.0			149.0	182.8			153.4	178.4	152.3	179.5	152.0	179.8	156.2	175.6	147.0	184.8		
12S20E23D001MX	FC295	North Kings GSA	151.9	212.5	155.8	208.6	155.0	209.4	159.0	205.4	155.4	209.0									157.0	207.4	155.8	208.6		
12S20E34K001MX	FC092	North Kings GSA	160.8	199.3	162.9	197.2	165.1	195.0	178.5	181.6	162.8	197.3	169.5	190.6	161.9	198.2	170.5	189.6	165.3	194.8	169.0	191.1	161.0	199.1	174.9	185.2
12S21E29K001M	FC29K1	North Kings GSA	90.0	291.5	102.2	279.3			94.9	286.6	90.5	291.0	76.0	305.5	77.6	303.9	77.0	304.5	80.2	301.3	75.5	306.0	71.2	310.3	75.0	306.5
12S21E34H001M	FC34H1	North Kings GSA	63.1	329.4	66.1	326.4			66.1	326.4	61.3	331.2	117.9	274.6	61.8	330.7	61.5	331.0	61.0	331.5					58.5	334.0
12S22E19N001M	FC19N1	North Kings GSA	44.5	396.1	89.4	351.2			48.2	392.4	26.2	414.4	24.5	416.1	31.1	409.5	35.5	405.1	55.3	385.3	35.2	405.4	33.9	406.7	73.0	367.6
12S22E26L001M	FC26L1	North Kings GSA	29.9	457.7									68.5	419.1	22.7	464.9					47.2	440.4	24.3	463.3	26.0	461.6
13S17E25C001MX	FD25C1	North Kings GSA	86.1	145.8	93.6	138.3	94.1	137.8	94.1	137.8			83.1	148.8	84.1	147.8	85.1	146.8	84.1	147.8	81.1	150.8	79.1	152.8		
13S17E33M001MX	FD32H1	North Kings GSA	117.4	92.7			116.9	93.2	119.9	90.2	112.4	97.7	113.4	96.7	111.4	98.7	112.9	97.2	107.4	102.7	111.4	98.7	107.4	102.7	119.9	90.2
13S18E17A001MX	FD17A1	North Kings GSA	70.0	183.2	72.0	181.2	72.0	181.2	69.0	184.2	65.0	182.2							65.0	188.2	63.0	190.2	65.0	188.2	70.0	183.2
13S18E33M001MX	FD32J1	North Kings GSA	91.5	145.8	94.5	142.8	93.5	143.8	91.5	145.8	85.5	151.8	82.0	155.3	84.5	152.8	79.5	158.8	81.5	155.8	79.5	157.8			87.5	149.8
13S19E11L001MX	FC035	North Kings GSA	120.3	184.4	120.4	184.3	120.8	183.9	123.1	181.6	119.0	185.7	121.5	183.2	119.8	184.9	121.8	182.9	120.9	183.8	122.4	182.3	119.3	185.4	122.2	182.5
13S19E29A001MX	FD29A1	North Kings GSA	81.7	185.2	87.7	179.2	88.7	178.2	90.7	176.2			91.7	175.2	89.7	177.2	90.7	176.2	86.7	180.2	90.7	176.2	88.7	178.2	91.2	175.7
13S20E27C001MX	FC069	North Kings GSA	131.0	179.1	133.7	176.4	130.1	180.0	132.0	178.1	130.0	180.1	133.6	176.5	133.6	176.5	132.7	177.4	128.6	181.5	125.0	185.1	121.0	189.1	140.1	170.0
13S20E30B001MX	FC074	North Kings GSA	125.0	179.0	126.0	178.0	124.2	179.8	126.0	178.0	123.2	180.8	127.5	176.5	121.0	183.0	122.0	182.0	120.9	183.1	120.7	183.3	117.9	186.1	119.0	185.0
13S21E19E001MX	FC080	North Kings GSA	133.9	200.9	139.2	195.6	114.6	220.2	114.1	220.7	128.5	206.3	115.5	219.3	142.9	191.9	139.2	195.6	130.0	204.8	113.1	221.7	122.0	212.8	111.2	223.6
13S22E07R001MX	FD07R1	North Kings GSA	56.5	335.1	61.5	330.1	58.5	333.1	62.5	329.1	51.5	340.1	61.0	330.6	59.0	332.6	59.5	332.1	58.5	333.1	62.5	329.1	61.5	330.1	65.0	326.6
13S22E32A001MX	FD32A1	North Kings GSA	52.2	318.6	58.7	312.1	54.7	316.1	56.2	314.6	51.7	319.1	53.7	317.1	50.2	320.6	55.7	315.1	49.7	321.1	53.2	317.6	49.7	321.1	56.7	314.1
13S23E30B001MX	FD30B1	North Kings GSA	19.2	391.6	35.2	375.6	19.7	391.1	18.7	392.1	6.7	404.1	10.2	400.6	13.2	397.6	8.2	402.6	6.7	404.1	9.7	401.1	8.2	402.6	24.2	386.6
13S23E33B001MX	FD33B1	North Kings GSA	17.9	413.9	21.4	410.4	13.9	417.9	15.4	416.4	7.9	423.9	13.9	417.9	14.4	417.4	12.9	418.9	10.9	420.9	12.9	418.9	13.9	417.9	18.9	412.9
14S18E09H001MX	FD09H1	North Kings GSA	104.2	132.1	108.2	128.1	108.2	128.1	106.7	129.6	101.2	135.1	92.2	144.1	93.2	143.1	91.2	145.1	92.2	144.1	91.7	144.6	94.2	142.1	101.2	135.1
14S18E32D001MX	FD32D1	North Kings GSA	143.7	68.6	158.7	53.6	152.2	60.1	158.7	53.6	147.7	64.6											149.7	62.6	161.7	50.6
14S19E17C001MX	FD17C1	North Kings GSA	90.9	158.9			98.9	151.0	98.9	150.9	94.9	155.0	93.9	156.0	90.9	158.9	92.9	156.9	92.4	157.4			89.9	160.0	94.4	155.5
14S19E33D001MX	FD33D1	North Kings GSA	78.0	161.5	93.5	146.0	81.0	158.5	90.0	149.5	81.0	158.5	80.5	159.0	74.5	165.0	87.5	152.0	80.0	159.5	83.5	156.0	78.0	161.5	81.0	158.5
14S20E10M001MX	FC003	North Kings GSA	109.7	181.7	109.9	181.5	111.6	179.8	110.0	181.4	107.5	183.9	107.1	184.3	106.1	185.3	104.1	187.3	101.0	190.4	101.6	189.8	99.0	192.4	100.0	191.4
14S20E22J001MX	FC040	North Kings GSA			89.5	193.0					84.7	197.8														
14S21E06Q001MX	FC077	North Kings GSA	113.8	195.8	116.5	193.1	113.3	196.3	115.2	194.4	112.9	196.7	113.6	196.0	112.9	196.6	110.3	199.3	113.7	195.9	107.1	202.5	104.7	204.9	104.8	204.8
14S21E22D001MX	FD22D1	North Kings GSA	75.2	242.6	80.2	237.6			83.2	234.6	80.2	237.6	82.2	235.6	79.2	238.6			79.7	238.1	83.2	234.6	80.7	237.1	84.2	233.6
15S19E02M001MX	FD03J1	North Kings GSA	107.8	135.1					115.3	127.6	111.3	131.6	113.3	129.6	111.3	131.6	110.3	132.6			109.8	133.1	108.8	134.1	112.8	130.1
15S19E14M001MX	FD14M1	North Kings GSA			145.4	95.8	142.5	98.8	145.4	95.8	140.5	100.8	140.5	100.8	139.4	101.8	138.4	102.8	137.4	103.8	140.5	100.8	139.5	101.8		
15S20E07Q001MX	FD07P1	North Kings GSA	108.8	143.4	114.3	137.9	112.3	139.9													108.3	143.9	112.3	139.9	116.3	135.9
15S20E13E001MX	FD13E2	North Kings GSA	82.9	199.1	88.9	193.1	91.0	191.1	92.9	189.1	92.5	189.6	92.5	189.6	91.4	190.6	91.9	190.1	89.4	192.6	92.0	190.1	90.5	191.6	93.5	188.6
367113N1200785W001	14S17E14J001M	North Kings GSA	171.0	39.5	144.8	65.7	158.5	52.0	156.3	54.2	144.3	66.2			149.0	61.5	153.0	57.5	130.0	80.5	147.0	63.5				
367556N1196666W001	13S21E34J002M	North Kings GSA	72.9	267.6	75.3	265.2	74.8	265.7	73.4	267.1	78.2	262.3	71.9	268.6			79.5	261.0	72.1	268.4	71.7	268.8	70.5	270.0	71.0	269.5
CID10	10	South Kings GSA	48.5	317.7	51.6	314.6	52.0	314.2	48.6	317.6	47.8	318.4	45.6	320.6	47.7	318.5	47.4	318.8	48.9	317.3	46.1	320.1	47.9	318.3	47.6	318.6
CID12	12	South Kings GSA	52.7	288.3	63.6	277.4	60.3	280.7	62.6	278.4	57.4	283.6	59.5	281.5	54.7	286.3	58.3	282.7	54.7	286.3	56.5	285.1	54.2	287.4	56.8	284.2
CID16	16	South Kings GSA			76.4	242.4	75.7	243.1	79.8	239.0	78.9	239.9	76.1	242.7	73.2	245.6	73.6	245.2	72.0	246.8	72.0	248.7	69.8	250.9	73.6	245.2
CID25	25	South Kings GSA	65.7	261.6	72.1	255.2	72.6	254.7	73.2	254.1																

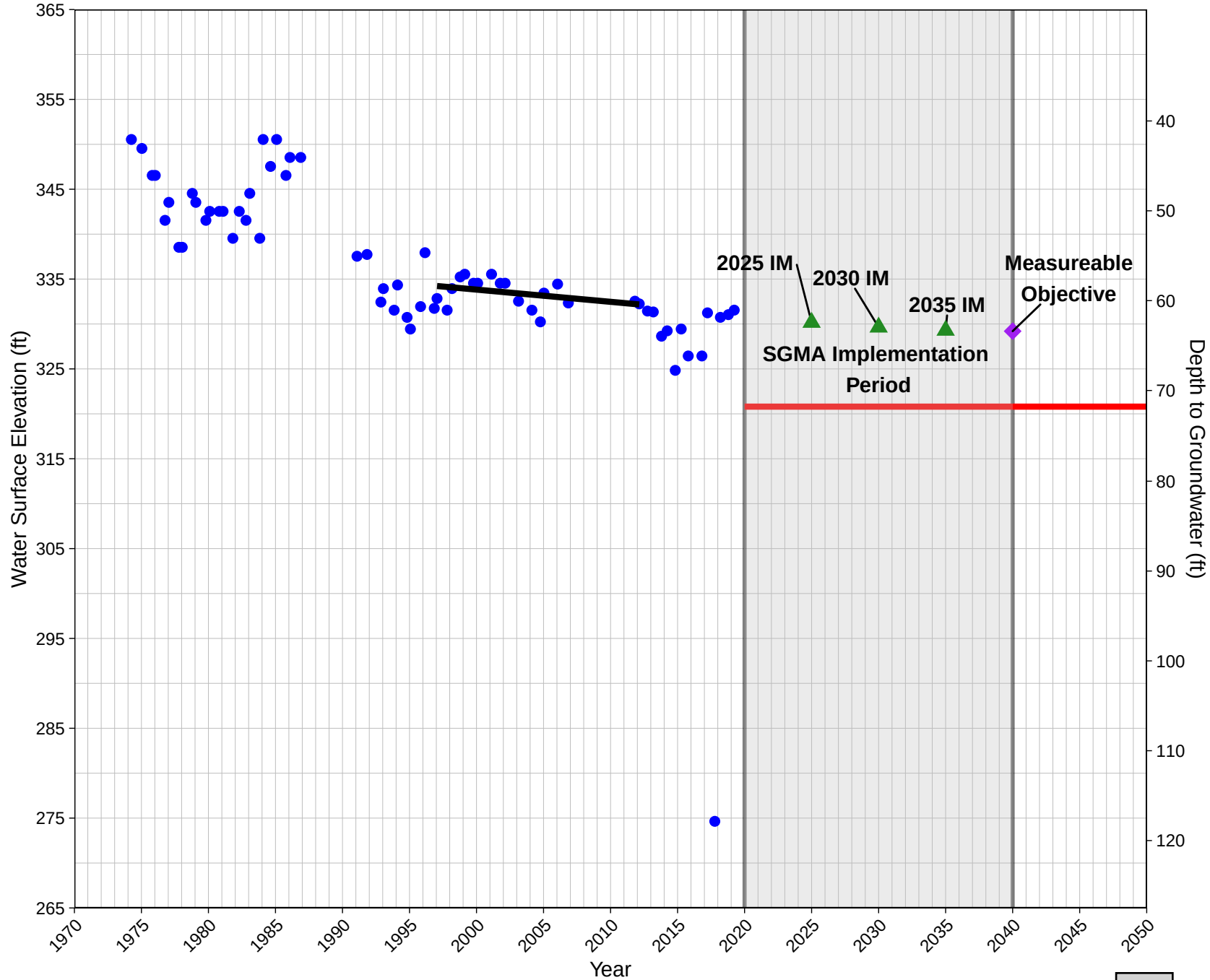
368468N1196593W001

State Well ID: 12S21E34H001M

Ground Surface Elevation: 393 ft

North Kings Groundwater Sustainability Agency

AGENDA ITEM NO. 10.



Interim Milestones (IM)



Measureable Objective



Measurements



Minimum Threshold



Trendline

12/21-35
WATER WELL DRILLERS REPORT

(Sections 7076, 7077, 7078, Water Code)

STATE OF CALIFORNIA

LOCATION

AGENDA ITEM NO. 10.

Do Not Fill In

No 75647

State Well No.

Other Well No.

ORIGINAL

File Original, Duplicate and Triplicate with the

REGIONAL WATER POLLUTION

CONTROL BOARD No. 5

(Insert appropriate number)

(1) _____

N

A

(2) LOCATION OF WELL:

County Fresno Owner's number, if any—

R. F. D. or Street No. 7532 No. Locan
Clovis, Calif.

(3) TYPE OF WORK (check):

New well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐

If abandonment, describe material and procedure in Item 11.

(4) PROPOSED USE (check):

Domestic ☐ Industrial ☐ Municipal ☐Irrigation ☒ Test Well ☐ Other ☐

(5) EQUIPMENT:

Rotary ☐Cable ☒Dug Well ☐

(6) CASING INSTALLED:

SINGLE ☒ DOUBLE ☐

From 0 ft. to 56 ft. 12 Diam. 12

Gage
or
Wall

If gravel packed

Diameter
of Borefrom
ft.to
ft.

Type and size of shoe or well ring Hvy. Band

Size of gravel:

Describe joint Buttweld

(7) PERFORATIONS:

Type of perforator used none

Size of perforations in., length, by in.

From ft. to ft. Perf. per row Rows per ft.

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(11) WELL LOG:

Total depth 112 ft. Depth of completed well 112 ft.

Formation: Describe by color, character, size of material, and structure.

0 ft. to 2 ft. Top Soil

2 " 4 " Hard Pan

4 " 8 " Clay & Hard Dirt

8 " 24 " Sand & Small Rock

24 " 36 " Clay

36 " 38 " Sand

38 " 48 " Clay

48 " 52 " Soft Clay

52 " 68 " Hard Clay

68 " 70 " Sand

70 " 84 " Clay

84 " 86 " Sand

86 " 92 " Clay

92 " 94 " Sand

94 " 100 " Clay

100 " 102 " Sand

102 " 108 " Clay

108 " 112 " Sand

Work started 11-26-63 19 Completed 12-9-63 19

WELL DRILLER'S STATEMENT:

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME Herbert Schwartz & Son

(Person, firm, or corporation)

(Typed or printed)

Address 4819 No. Blackstone

Fresno 26, Calif.

[SIGNED] *Herb Schwartz*

Well Driller

License No. 177351

Dated 12-10-63 19

(9) WATER LEVELS:

Depth at which water was first found 52 ft.

Standing level before perforating ft.

Standing level after perforating ft.

(10) WELL TESTS:

Was a pump test made? ☐ Yes ☒ No If yes, by whom?

Yield: gal./min. with ft. draw down after hrs.

Temperature of water Was a chemical analysis made? ☐ Yes ☒ NoWas electric log made of well? ☐ Yes ☒ No

State of California
Well Completion Report
 Form DWR 188 Complete 6/19/2020
WCR2020-007712

AGENDA ITEM NO. 10.

Owner's Well Number _____ Date Work Began 06/15/2020 Date Work Ended 06/17/2020
 Local Permit Agency Fresno County Environmental Health Department
 Secondary Permit Agency _____ Permit Number WP0040541 Permit Date 06/12/2020

Well Owner (must remain confidential pursuant to Water Code 13752)		Planned Use and Activity
Name <u>XXXXXXXXXXXXXXXXXXXX</u>	Activity <u>New Well</u>	
Mailing Address <u>XXXXXXXXXXXXXXXXXXXX</u> <u>XXXXXXXXXXXXXXXXXXXX</u>	Planned Use <u>Water Supply Domestic</u>	
City <u>XXXXXXXXXXXXXXXXXXXX</u> State <u>XX</u> Zip <u>XXXXX</u>		

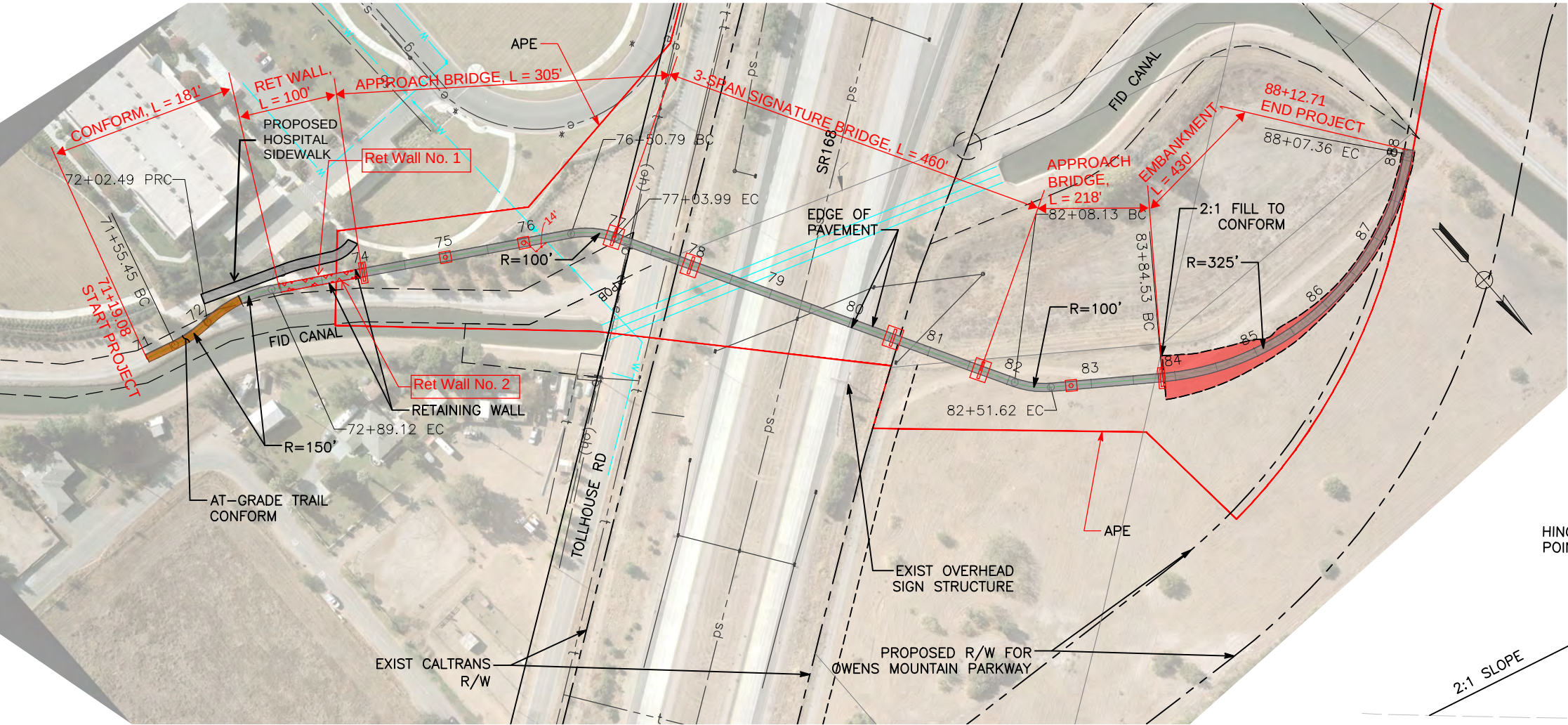
Well Location	
Address <u>7532 N LOCAN AVE</u>	APN <u>565-012-01</u>
City <u>CLOVIS</u> Zip <u>93619</u> County <u>Fresno</u>	Township <u>12 S</u>
Latitude <u>36</u> <u>50</u> <u>45.8015</u> <u>N</u> Longitude <u>-119</u> <u>39</u> <u>22.6008</u> <u>W</u>	Range <u>21 E</u>
Deg. Min. Sec. Deg. Min. Sec.	Section <u>35</u>
Dec. Lat. <u>36.846056</u> Dec. Long. <u>-119.656278</u>	Baseline Meridian <u>Mount Diablo</u>
Vertical Datum _____ Horizontal Datum <u>WGS84</u>	Ground Surface Elevation _____
Location Accuracy _____ Location Determination Method _____	Elevation Accuracy _____
	Elevation Determination Method _____

Borehole Information	Water Level and Yield of Completed Well
Orientation <u>Vertical</u> Specify _____	Depth to first water <u>61</u> (Feet below surface)
Drilling Method <u>Direct Rotary</u> Drilling Fluid <u>Bentonite</u>	Depth to Static _____
Total Depth of Boring <u>303</u> Feet	Water Level <u>61</u> (Feet) Date Measured <u>06/17/2020</u>
Total Depth of Completed Well <u>300</u> Feet	Estimated Yield* <u>60</u> (GPM) Test Type _____
	Test Length _____ (Hours) Total Drawdown _____ (feet)
	*May not be representative of a well's long term yield.

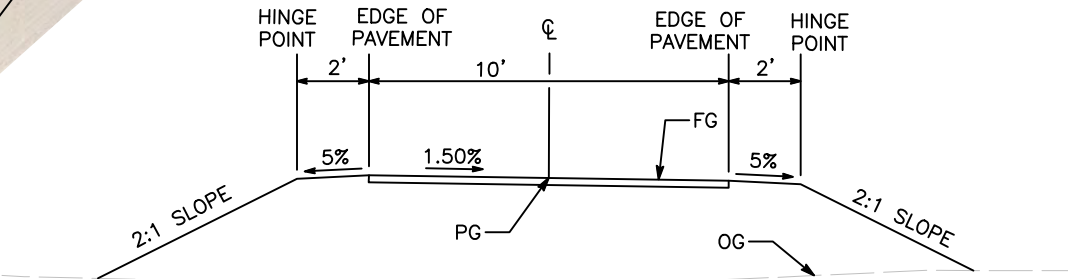
Geologic Log - Free Form		
Depth from Surface Feet to Feet		Description
0	20	BROWN HARD PAN, BROWN CLAY, AND SAND
20	60	BROWN CLAY WITH SAND AND GRAVEL LAYERS
60	80	BROWN CLAY, COARSE SAND, AND LIGHT GRAVEL LAYERS
80	100	COARSE SAND AND HARD PAN
100	140	HARD RED CLAY AND SAND
140	180	HARD RED CLAY LAYERS AND GRAVEL
180	200	FRACTURED DECOMPOSED GRANITE
200	240	GRANITE WITH STREAKS OF JOINT CLAY
240	260	FRACTURED GRANITE
260	303	BLACK GRANITE

Appendix VI

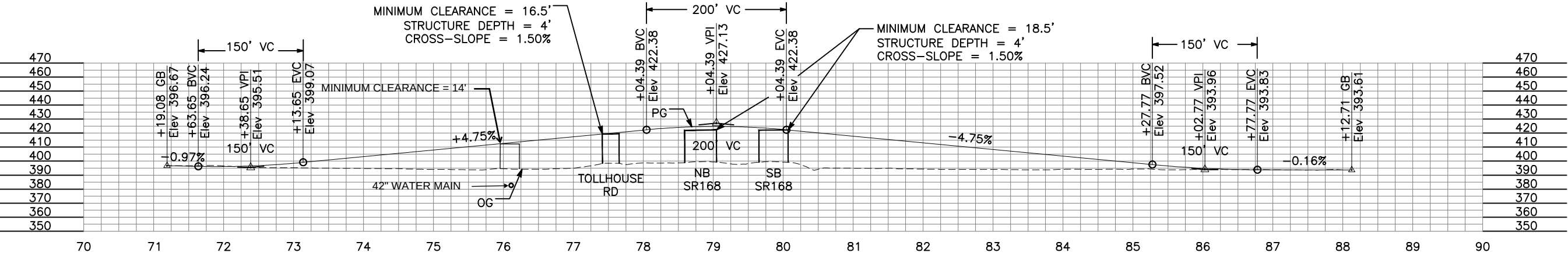
ADVANCED PLANNING STUDY (APS) PLANS



PLAN
SCALE: 1" = 80'



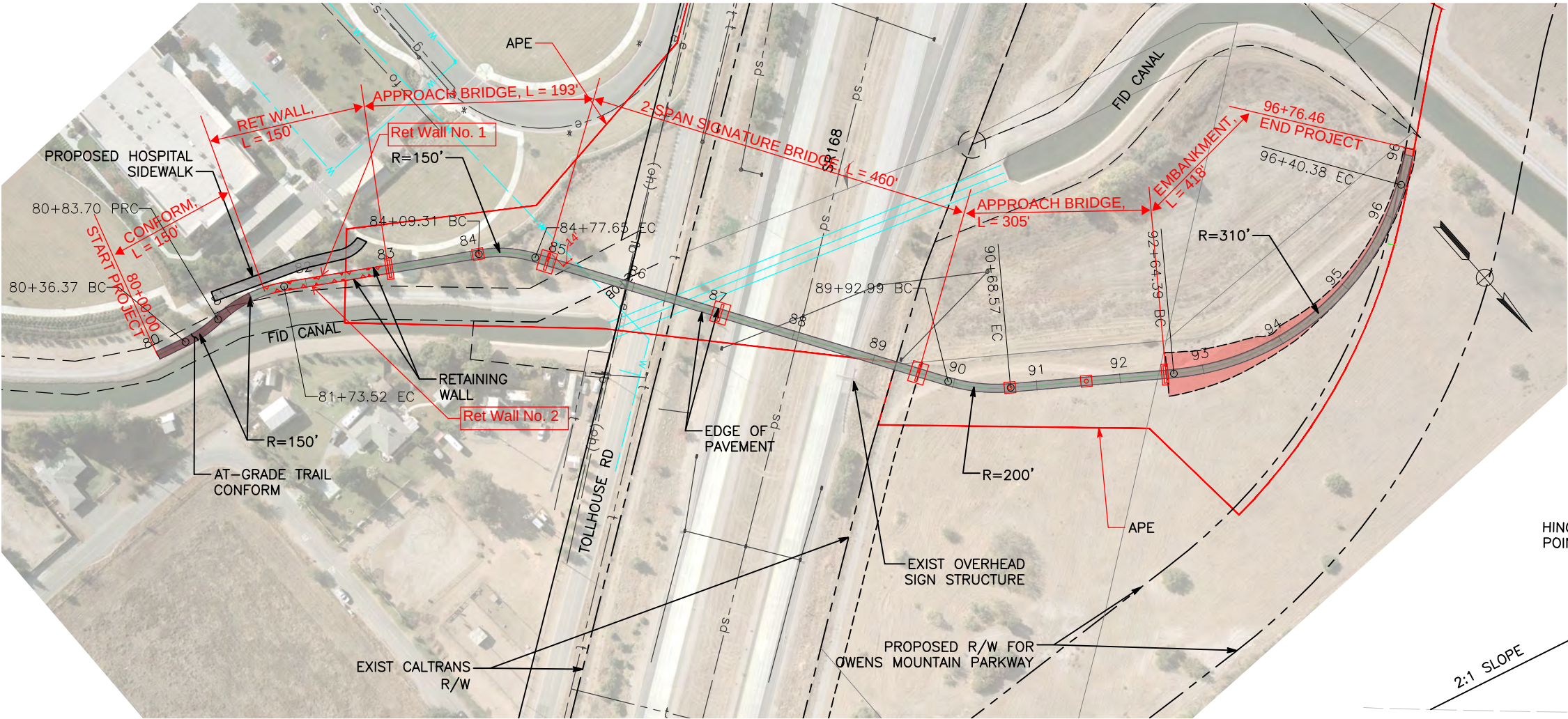
TYPICAL CROSS-SECTION
NO SCALE



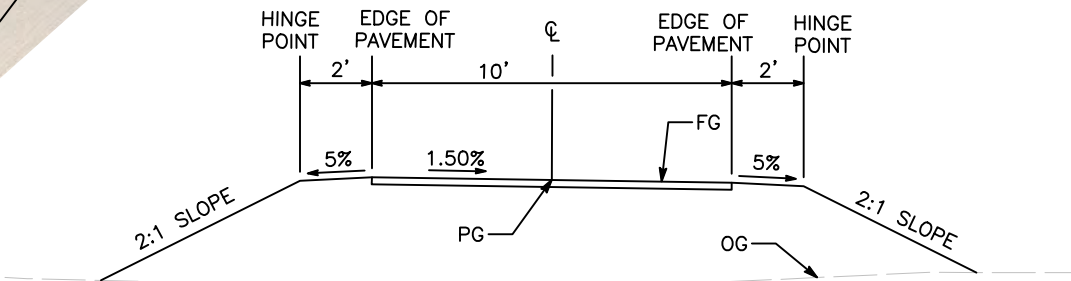
PROFILE
HORIZONTAL: 1"=80'
VERTICAL: 1"=40'

DESIGNED: P. BRADBURY	DATE: 02/24/20	RECORD DRAWING	
DRAWN: S. VANG	02/24/20	RESIDENT ENGINEER	DATE
CHECKED: G. GROSS	02/24/20		

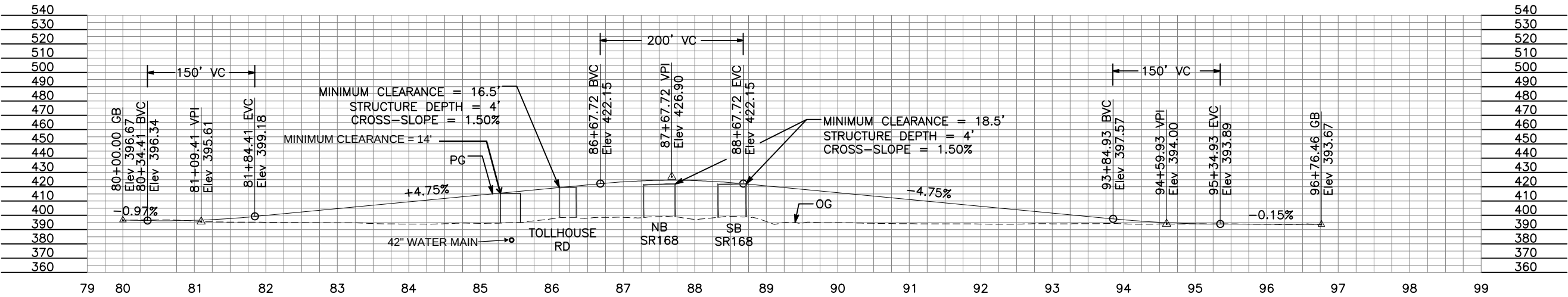
ENTERPRISE CANAL TRAIL AND BRIDGE
ALTERNATIVE 3A



PLAN
SCALE: 1" = 80'



TYPICAL CROSS-SECTION
NO SCALE



PROFILE
HORIZONTAL: 1"=80'
VERTICAL: 1"=40'

DESIGNED: P. BRADBURY	02/24/20	RECORD DRAWING	DATE
DRAWN: S. VANG	02/24/20	RESIDENT ENGINEER	
CHECKED: G. GROSS	02/24/20		

ENTERPRISE CANAL TRAIL AND BRIDGE
ALTERNATIVE 3B

Date: 10/04/24	Consultant Firm (for structures): Biggs Cardosa Associates, Inc.	Phone No: 559-449-8686
Designed by: Shaun G. Sumpter		Phone No: 559-449-8686
EA: 06-0U840	County: FRE	Rte: 168
Project Description: <u>SR168 Enterprise Canal Pedestrian Bridge</u> The proposed project would construct a Class I trail/pedestrian bridge over State Route 168 in the City of Clovis. Three viable bridge types are considered in this Advanced Planning Study (APS). The typical pathway clear width is 14 feet. <u>Bridge Type 1 – Cable-Stayed Bridge</u> This alternative spans SR168 and Tollhouse Road. It includes approximately 987 linear feet of elevated bridge structure and approximately 44 linear feet of retained earth structure. From south to north the primary structural elements included the South Approach Walls, South Approach Structure, Principal Span Structure, and North Approach Structure.		KP(PM) R9.4 / R9.5
Bridge No(s): TBD	Bridge Name(s): SR168 Enterprise Canal Pedestrian Bridge	
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): 1
Purpose of this APS: Initial APS Cost & Feasibility ☒ Revised scope ☐ Update cost ☐		

Part A Items to collect and considerations prior to beginning the APS

All items listed in Part A are to be made available and submitted if requested by the Liaison Engineer.
(Mark **N/A** if not applicable)

- ☒ Preliminary profile grade of proposed structure.
- ☒ Typical section of the proposed structure. (Including barrier type, sidewalks, cross slope %, etc.)
- ☒ Grades or spot elevations of roadway below the structure.
- ☒ Typical section of roadway below the structure. (Including shoulders, gutters, embankment slope.)
- ☒ Site map: including horizontal alignment of new structure and the roadway below, topo, contours, etc.
- N/A** Stage construction or detour plan for traffic on the structure.
(number of lanes to remain open, Temp Railing, etc.)
- ☒ Stage construction or detour plan for the roadway below the structure.
(falsework openings for each stage and any restrictions.)
- ☒ "As Built" plans for existing structures.
- N/A** Future widening plans of upper and lower roadway (verify with Route Concept Report).
- ☒ Site aerial photograph (at the proposed structure).
- ☒ Environmental and/or permit requirements (areas of potential impact, construction windows, etc.)
- ☒ Overhead and underground utility plans

- ☒ Any other information that you feel is necessary to complete the study. (Other concerns that may affect the APS: local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, other obstructions, etc.)

AGENDA ITEM NO. 10.

Consultant Prepared Advance Planning Study (APS) Checklist

Sheet 2 of 2

Part B Considerations during the APS design and cost estimate preparation

1. Has this project been discussed with:

the OSFP Liaison Engineer?	Yes ☒	No ☐
the Caltrans District Project Manager?	Yes ☒	No ☐
the roadway consultant?	Yes ☒	No ☐

2. Have the Caltrans Structures Maintenance records been reviewed?

Yes ☐	No ☒
------------------------------	--

 If the records recommend any work for the structure, is it included in the APS?

Yes ☐	No ☒
------------------------------	--

3. Are there special aesthetic considerations?

Yes ☒	No ☐
---	-----------------------------

4. (Widenings and Modifications)

Has this project been reviewed for seismic retrofit requirements?	Yes ☐	No ☒
Are seismic retrofit requirements included in the APS?	Yes ☐	No ☒

5. Any special Railroad requirements?

Yes ☐	No ☒
------------------------------	--

 Shoofly required?

Yes ☐	No ☒
------------------------------	--

 Cost of shoofly included as a separate item in the project cost estimate?

Yes ☐	No ☒
------------------------------	--

6. Any special foundation requirements, including scour critical work, special excavation such as Type A, Type D, and/or hazardous or contaminated material?

Yes ☐	No ☒
------------------------------	--

7. Any special construction requirements, including limited site accessibility or seasonal work?

Yes ☐	No ☒
------------------------------	--

8. Other items to be included in the cost such as slope paving, approach slabs, and/or adjacent retaining walls?

Yes ☒	No ☐
---	-----------------------------

9. Remove existing bridge?

Yes ☐	No ☒
------------------------------	--

 Total Deck Area:

10. Any other unusual or special requirements?

Yes ☐	No ☒
------------------------------	--

11. Provide and attach a consultant prepared Design Memo to summarize and document any important assumptions, discussions, decisions, unusual items, local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, other obstructions, or any items noted above.

Summary attached?	Yes ☒	No ☐
-------------------	---	-----------------------------

Designer: (Printed Name) Shaun G. Sumpter	Designer's Signature: 	Date: 10/04/24
--	---	-------------------

Date: 10/04/24	Consultant Firm (for structures): Biggs Cardosa Associates, Inc.	Phone No: 559-449-8686
Designed by: Shaun G. Sumpter		Phone No: 559-449-8686
EA: 06-0U840	County: FRE	Rte: 168
Project Description: <u>SR168 Enterprise Canal Pedestrian Bridge</u> The proposed project would construct a Class I trail/pedestrian bridge over State Route 168 in the City of Clovis. Three viable bridge types are considered in this Advanced Planning Study (APS). The typical pathway clear width is 14 feet. <u>Bridge Type 2 – Cast-in-Place Box Girder Bridge</u> This alternative spans SR168 and Tollhouse Road. It includes approximately 987 linear feet of elevated bridge structure and approximately 111 linear feet of retained earth structure. From south to north the primary structural elements included the South Approach Walls, South Approach Structure, Principal Span Structure, and North Approach Structure.		KP(PM) R9.4 / R9.5
Bridge No(s): TBD	Bridge Name(s): SR168 Enterprise Canal Pedestrian Bridge	
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): 2
Purpose of this APS: Initial APS Cost & Feasibility ☒ Revised scope ☐ Update cost ☐		

Part A Items to collect and considerations prior to beginning the APS

All items listed in Part A are to be made available and submitted if requested by the Liaison Engineer.
(Mark **N/A** if not applicable)

- ☒ Preliminary profile grade of proposed structure.
- ☒ Typical section of the proposed structure. (Including barrier type, sidewalks, cross slope %, etc.)
- ☒ Grades or spot elevations of roadway below the structure.
- ☒ Typical section of roadway below the structure. (Including shoulders, gutters, embankment slope.)
- ☒ Site map: including horizontal alignment of new structure and the roadway below, topo, contours, etc.
- N/A** Stage construction or detour plan for traffic on the structure.
(number of lanes to remain open, Temp Railing, etc.)
- ☒ Stage construction or detour plan for the roadway below the structure.
(falsework openings for each stage and any restrictions.)
- ☒ "As Built" plans for existing structures.
- N/A** Future widening plans of upper and lower roadway (verify with Route Concept Report).
- ☒ Site aerial photograph (at the proposed structure).
- ☒ Environmental and/or permit requirements (areas of potential impact, construction windows, etc.)
- ☒ Overhead and underground utility plans

- ☒ Any other information that you feel is necessary to complete the study. (Other concerns that may affect the APS: local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, other obstructions, etc.)

AGENDA ITEM NO. 10.

Consultant Prepared Advance Planning Study (APS) Checklist

Sheet 2 of 2

Part B Considerations during the APS design and cost estimate preparation

1. Has this project been discussed with:

the OSFP Liaison Engineer?	Yes ☒	No ☐
the Caltrans District Project Manager?	Yes ☒	No ☐
the roadway consultant?	Yes ☒	No ☐

2. Have the Caltrans Structures Maintenance records been reviewed?

Yes ☐	No ☒
------------------------------	--

 If the records recommend any work for the structure, is it included in the APS?

Yes ☐	No ☒
------------------------------	--

3. Are there special aesthetic considerations?

Yes ☒	No ☐
---	-----------------------------

4. (Widenings and Modifications)

Has this project been reviewed for seismic retrofit requirements?	Yes ☐	No ☒
Are seismic retrofit requirements included in the APS?	Yes ☐	No ☒

5. Any special Railroad requirements?

Yes ☐	No ☒
------------------------------	--

 Shoofly required?

Yes ☐	No ☒
------------------------------	--

 Cost of shoofly included as a separate item in the project cost estimate?

Yes ☐	No ☒
------------------------------	--

6. Any special foundation requirements, including scour critical work, special excavation such as Type A, Type D, and/or hazardous or contaminated material?

Yes ☐	No ☒
------------------------------	--

7. Any special construction requirements, including limited site accessibility or seasonal work?

Yes ☐	No ☒
------------------------------	--

8. Other items to be included in the cost such as slope paving, approach slabs, and/or adjacent retaining walls?

Yes ☒	No ☐
---	-----------------------------

9. Remove existing bridge?

Yes ☐	No ☒
------------------------------	--

 Total Deck Area:

10. Any other unusual or special requirements?

Yes ☐	No ☒
------------------------------	--

11. Provide and attach a consultant prepared Design Memo to summarize and document any important assumptions, discussions, decisions, unusual items, local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, other obstructions, or any items noted above.

Summary attached?	Yes ☒	No ☐
-------------------	---	-----------------------------

Designer: (Printed Name) Shaun G. Sumpter	Designer's Signature: 	Date: 10/04/24
--	---	-------------------

Date: 10/04/24	Consultant Firm (for structures): Biggs Cardosa Associates, Inc.		Phone No: 559-449-8686
Designed by: Shaun G. Sumpter			Phone No: 559-449-8686
EA: 06-0U840	County: FRE	Rte: 168	KP(PM) R9.4 / R9.5
Project Description: <u>SR168 Enterprise Canal Pedestrian Bridge</u> The proposed project would construct a Class I trail/pedestrian bridge over State Route 168 in the City of Clovis. Three viable bridge types are considered in this Advanced Planning Study (APS). The typical pathway clear width is 14 feet. <u>Bridge Type 3 – Tied Arch Bridge</u> This alternative spans SR168 and Tollhouse Road. It includes approximately 955 linear feet of elevated bridge structure and approximately 72 linear feet of retained earth structure. From south to north the primary structural elements included the South Approach Walls, South Approach Structure, Principal Span Structure, and North Approach Structure.			
Bridge No(s): TBD	Bridge Name(s): SR168 Enterprise Canal Pedestrian Bridge		
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): 3	
Purpose of this APS: Initial APS Cost & Feasibility ☒ Revised scope ☐ Update cost ☐			

Part A Items to collect and considerations prior to beginning the APS

All items listed in Part A are to be made available and submitted if requested by the Liaison Engineer.
(Mark **N/A** if not applicable)

- ☒ Preliminary profile grade of proposed structure.
- ☒ Typical section of the proposed structure. (Including barrier type, sidewalks, cross slope %, etc.)
- ☒ Grades or spot elevations of roadway below the structure.
- ☒ Typical section of roadway below the structure. (Including shoulders, gutters, embankment slope.)
- ☒ Site map: including horizontal alignment of new structure and the roadway below, topo, contours, etc.
- N/A** Stage construction or detour plan for traffic on the structure.
(number of lanes to remain open, Temp Railing, etc.)
- ☒ Stage construction or detour plan for the roadway below the structure.
(falsework openings for each stage and any restrictions.)
- ☒ "As Built" plans for existing structures.
- N/A** Future widening plans of upper and lower roadway (verify with Route Concept Report).
- ☒ Site aerial photograph (at the proposed structure).
- ☒ Environmental and/or permit requirements (areas of potential impact, construction windows, etc.)
- ☒ Overhead and underground utility plans

- ☒ Any other information that you feel is necessary to complete the study. (Other concerns that may affect the APS: local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, other obstructions, etc.)

AGENDA ITEM NO. 10.

Consultant Prepared Advance Planning Study (APS) Checklist

Sheet 2 of 2

Part B Considerations during the APS design and cost estimate preparation

1. Has this project been discussed with:

the OSFP Liaison Engineer?	Yes ☒	No ☐
the Caltrans District Project Manager?	Yes ☒	No ☐
the roadway consultant?	Yes ☒	No ☐

2. Have the Caltrans Structures Maintenance records been reviewed? Yes ☐ No ☒
 If the records recommend any work for the structure, is it included in the APS? Yes ☐ No ☒

3. Are there special aesthetic considerations? Yes ☒ No ☐

4. (Widenings and Modifications)
 Has this project been reviewed for seismic retrofit requirements? Yes ☐ No ☒
 Are seismic retrofit requirements included in the APS? Yes ☐ No ☒

5. Any special Railroad requirements? Yes ☐ No ☒
 Shoofly required? Yes ☐ No ☒
 Cost of shoofly included as a separate item in the project cost estimate? Yes ☐ No ☒

6. Any special foundation requirements, including scour critical work, special excavation such as Type A, Type D, and/or hazardous or contaminated material? Yes ☐ No ☒

7. Any special construction requirements, including limited site accessibility or seasonal work? Yes ☐ No ☒

8. Other items to be included in the cost such as slope paving, approach slabs, and/or adjacent retaining walls? Yes ☒ No ☐

9. Remove existing bridge? Yes ☐ No ☒
 Total Deck Area:

10. Any other unusual or special requirements? Yes ☐ No ☒

11. Provide and attach a consultant prepared Design Memo to summarize and document any important assumptions, discussions, decisions, unusual items, local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, other obstructions, or any items noted above. Summary attached? Yes ☒ No ☐

Designer: (Printed Name) Shaun G. Sumpter	Designer's Signature: 	Date: 10/04/24
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Consultant Prepared Advance Planning Study Design Memo

Date: 10/04/2024	Consultant Firm (for structures): Biggs Cardosa Associates, Inc.	Phone No: 559-449-8686
Designed by: Shaun G. Sumpter		Phone No: 559-449-8686
EA: 06-0U840	County: FRE	Rte: 101
KP(PM) R9.4 / R9.5		
Project Description: <u>SR168 Enterprise Canal Pedestrian Bridge</u> The proposed project would construct a Class I trail/pedestrian bridge over State Route 168 in the City of Clovis. Three viable bridge types are considered in this Advanced Planning Study (APS). The typical pathway clear width is 14 feet. <u>Bridge Type 1 – Cable-Stayed Bridge</u> This alternative spans SR168 and Tollhouse Road. It includes approximately 987 linear feet of elevated bridge structure and approximately 44 linear feet of retained earth structure. From south to north the primary structural elements included the South Approach Walls, South Approach Structure, Principal Span Structure, and North Approach Structure.		
Bridge No(s): TBD	Bridge Name(s): SR168 Enterprise Canal Pedestrian Bridge	
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): 1

Important or unusual design assumptions or structure features:

1. Signature structure desired by local agency/community.
2. Pile types and pile lengths were obtained from the preliminary foundation report dated January 18th, 2023.
3. Fresno Irrigation District canal roads along the Enterprise Canal to be maintained.
- 4.

Discussions with Caltrans personnel concerning any key assumptions:

1. Not applicable.
- 2.
- 3.

Modifications from Structure Maintenance Records recommendations:

1. Not applicable.
- 2.
- 3.

Seismic retrofit modifications:

1. Not applicable.
- 2.
- 3.

Local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, or other obstructions:

1. No adjacent improvements or obstructions have been identified.
2. There is a helipad on southeast corner of the Clovis Regional Medical Center complex. We do not anticipate construction to interfere with the airspace, but will continue to coordinate with the hospital.
- 3.

Special Railroad requirements, including shoofly provisions and cost:

1. Not applicable.
- 2.
- 3.

Special foundation requirements, including scour critical work, special excavation such as Type A, Type D, and/or hazardous or contaminated material:

1. Based on the Initial Site Assessment (ISA), Aerially Deposited Lead (ADL) has the potential to occur at the project site.
2. Based on the Initial Site Assessment (ISA), Lead Stripping Paint (LBP) has the potential to occur at the project site.
- 3.
- 4.

Special construction requirements, including limited site accessibility or seasonal work:

1. Existing Enterprise Canal culvert is adjacent to Bent 5 and is to be protected in place.
2. Coordination with Clovis Regional Medical Center to minimize disruptions to the adjacent administration building and reconstruction of access sidewalk.
- 3.

Consultant Prepared Advance Planning Study Design Memo

Date: 10/04/2024	Consultant Firm (for structures): Biggs Cardosa Associates, Inc.	Phone No: 559-449-8686
Designed by: Shaun G. Sumpter		Phone No: 559-449-8686
EA: 06-0U840	County: FRE	Rte: 101
		KP(PM) R9.4 / R9.5
Project Description: <u>SR168 Enterprise Canal Pedestrian Bridge</u> The proposed project would construct a Class I trail/pedestrian bridge over State Route 168 in the City of Clovis. Three viable bridge types are considered in this Advanced Planning Study (APS). The typical pathway clear width is 14 feet. <u>Bridge Type 2 – Cast-in-Place Box Girder Bridge</u> This alternative spans SR168 and Tollhouse Road. It includes approximately 987 linear feet of elevated bridge structure and approximately 111 linear feet of retained earth structure. From south to north the primary structural elements included the South Approach Walls, South Approach Structure, Principal Span Structure, and North Approach Structure.		
Bridge No(s): TBD	Bridge Name(s): SR168 Enterprise Canal Pedestrian Bridge	
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): 2

Important or unusual design assumptions or structure features:

1. Signature structure desired by local agency/community.
2. Pile types and pile lengths were obtained from the preliminary foundation report dated January 18th, 2023.
3. Fresno Irrigation District canal roads along the Enterprise Canal to be maintained.
- 4.

Discussions with Caltrans personnel concerning any key assumptions:

1. Not applicable.
- 2.
- 3.

Modifications from Structure Maintenance Records recommendations:

1. Not applicable.
- 2.
- 3.

Seismic retrofit modifications:

1. Not applicable.
- 2.
- 3.

Local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, or other obstructions:

1. No adjacent improvements or obstructions have been identified.
2. There is a helipad on southeast corner of the Clovis Regional Medical Center complex. We do not anticipate construction to interfere with the airspace, but will continue to coordinate with the hospital.
- 3.

Special Railroad requirements, including shoofly provisions and cost:

1. Not applicable.
- 2.
- 3.

Special foundation requirements, including scour critical work, special excavation such as Type A, Type D, and/or hazardous or contaminated material:

1. Based on the Initial Site Assessment (ISA), Aerially Deposited Lead (ADL) has the potential to occur at the project site.
2. Based on the Initial Site Assessment (ISA), Lead Stripping Paint (LBP) has the potential to occur at the project site.
- 3.
- 4.

Special construction requirements, including limited site accessibility or seasonal work:

1. Existing Enterprise Canal culvert is adjacent to Bent 5 and Bent 6, and is to be protected in place.
2. Falsework over Tollhouse Road.
3. Falsework over SR168 and work in the median.
4. Coordination with Clovis Regional Medical Center to minimize disruptions to the adjacent administration building and reconstruction of access sidewalk.

Consultant Prepared Advance Planning Study Design Memo

Date: 10/04/2024	Consultant Firm (for structures): Biggs Cardosa Associates, Inc.	Phone No: 559-449-8686
Designed by: Shaun G. Sumpter		Phone No: 559-449-8686
EA: 06-0U840	County: FRE	Rte: 101
KP(PM) R9.4 / R9.5		
Project Description: <u>SR168 Enterprise Canal Pedestrian Bridge</u> The proposed project would construct a Class I trail/pedestrian bridge over State Route 168 in the City of Clovis. Three viable bridge types are considered in this Advanced Planning Study (APS). The typical pathway clear width is 14 feet. <u>Bridge Type 3 – Tied Arch Bridge</u> This alternative spans SR168 and Tollhouse Road. It includes approximately 955 linear feet of elevated bridge structure and approximately 72 linear feet of retained earth structure. From south to north the primary structural elements included the South Approach Walls, South Approach Structure, Principal Span Structure, and North Approach Structure.		
Bridge No(s): TBD	Bridge Name(s): SR168 Enterprise Canal Pedestrian Bridge	
Total number of bridges in project: 1		APS Alternative Letter or Number (if more than one): 3

Important or unusual design assumptions or structure features:

1. Signature structure desired by local agency/community.
2. Pile types and pile lengths were obtained from the preliminary foundation report dated January 18th, 2023.
3. Fresno Irrigation District canal roads along the Enterprise Canal to be maintained.
- 4.

Discussions with Caltrans personnel concerning any key assumptions:

1. Not applicable.
- 2.
- 3.

Modifications from Structure Maintenance Records recommendations:

1. Not applicable.
- 2.
- 3.

Seismic retrofit modifications:

1. Not applicable.
- 2.
- 3.

Local agency requirements such as aesthetics, improvements in vicinity of the structure, airspace usage, or other obstructions:

1. No adjacent improvements, obstructions, or airspace restrictions have been identified.
2. There is a helipad on southeast corner of the Clovis Regional Medical Center complex. We do not anticipate construction to interfere with the airspace, but will continue to coordinate with the hospital.
- 3.

Special Railroad requirements, including shoofly provisions and cost:

1. Not applicable.
- 2.
- 3.

Special foundation requirements, including scour critical work, special excavation such as Type A, Type D, and/or hazardous or contaminated material:

1. Based on the Initial Site Assessment (ISA), Aerially Deposited Lead (ADL) has the potential to occur at the project site.
2. Based on the Initial Site Assessment (ISA), Lead Stripping Paint (LBP) has the potential to occur at the project site.
- 3.
- 4.

Special construction requirements, including limited site accessibility or seasonal work:

1. Existing Enterprise Canal culvert is adjacent to Bent 4 and is to be protected in place.
2. The edge of Bent 4 pile cap is within the travelled way of the SR168 eastbound lanes.
3. Coordination with Clovis Regional Medical Center to minimize disruptions to the adjacent administration building and reconstruction of access sidewalk.



CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services Department

DATE: January 10, 2022

SUBJECT: Consider various actions associated with CIP 16-19, the State Route 168 / Enterprise Canal Pedestrian Bridge Project, east of Temperance Avenue and south of Owens Mountain Parkway.

a. Receive and File – Status update on the design of the pedestrian bridge.

b. Consider approval of terminating the pedestrian bridge design contract with Biggs Cardosa Associates, Inc.

Staff: Renee Mathis, Planning and Development Services Director /
Mike Harrison, City Engineer

Recommendation: Receive and File and Approve

Attachments

1. Vicinity Map
2. Bridge Types, Alignment & Cost Estimates

CONFLICT OF INTEREST

None

RECOMMENDATION

For the City Council to consider terminating the design contract with Biggs Cardosa Associates, Inc. (BCA) for the State Route 168 / Enterprise Canal Pedestrian Bridge Project.

EXECUTIVE SUMMARY

In June 2019, the City Council authorized staff to enter into a contract with BCA for design engineering services on a proposed future State Route 168 / Enterprise Canal Bicycle and Pedestrian Bridge Project, located east of Temperance Avenue, south of Owens Mountain Parkway (see Attachment 1 vicinity map). The contract amount with BCA was for approximately \$1.2 million and was comprised of federal competitive Congestion Mitigation and Air Quality (CMAQ) funds. The design contract with BCA included two phases of work. Phase 1 work included development of alternative designs for alignment and bridge type, public outreach, and completion of the environmental approvals that would ultimately lead

to the selection of a preferred bridge alternative. Phase 2 work included final design of the preferred alternative and completion of the construction documents.

Prior to the selection process for the City's contract with BCA, staff worked with Caltrans on a preliminary study that indicated the cost of the City's desired bridge would conservatively be in the range of \$7 million. During negotiations with BCA, it was revealed that the cost estimate for a signature bridge structure was likely significantly under-estimated on the previous study. Therefore, the design contract with BCA was set up in 2 phases to allow for concepts to be developed and realistic estimates provided under the initial phase. At that point, decisions could be made to either terminate the preliminary design work or move forward and complete the final design.

To date staff and BCA have developed four concept bridge options and construction cost estimates for the project as part of the Phase 1 work. The construction cost estimates are significantly higher than originally estimated; estimates range from \$10 million to \$18 million. The four bridge types considered include the following with associated construction only costs:

- 1 – Caltrans standard box Girder Bridge: \$10.7 million for construction
- 2 – 2 Arch Bridge: \$15.08 million for construction
- 3 – 3 Arch Bridge: \$15.1 million for construction
- 4 – Cable Stayed Bridge: \$17.5 million for construction

Due to the substantially higher than expected construction estimates, staff has identified three project design options for Council consideration with a preferred staff recommendation. The three options include:

Option 1: Complete all Phase 1 work and then terminate the design contract with BCA. Remaining Phase 1 work includes: meetings with stakeholders, selecting a preferred alignment, selecting a preferred bridge type, and completing environmental approvals. Phase 1 costs to date total \$360,000 (contract work and staff time). Completion of the remaining Phase 1 work will cost an additional \$245,000 in contract work plus staff time.

Under Option 1, the City would have to pay back approximately \$260,000 in CMAQ funds that have been reimbursed to date. The reason the City would have to pay back the CMAQ funds is that the work identified in the grant, which included both work phases, would not be completed. Instead of the CMAQ funding the City would utilize street maintenance funds to cover all Phase 1 costs including the \$360,000 spent to date plus an additional \$245,000 in contract work and staff time.

Option 2: Complete all Phase 1 and Phase 2 work and seek additional design funds to finish all associated tasks. Remaining Phase 1 work includes: meetings with stakeholders, selecting a preferred alignment, selecting a preferred bridge type, and

completing environmental approvals. Phase 2 work includes: completing final design of the selected bridge type and completion of all construction documents.

Under Option 2, the City would need to budget additional funds above the \$1.2 million in CMAQ funding currently allocated in order to complete the work. The amount of additional funding needed would depend on the type of bridge structure ultimately selected under the Phase 1 work. It is estimated the additional design funds needed could be upward of approximately \$1.8 million given the higher cost bridge types. The source of these additional funds would likely be street maintenance funds.

Option 3: (Preferred Recommendation): Immediately terminate the design contract with BCA. The contract would terminate upon 30 days written notice to BCA.

Under Option 3, the City would pay back \$260,000 in CMAQ funds that have been reimbursed to date, and would not spend any additional City funds, leaving the remaining Phase 1 work uncompleted. The City would end the contract with BCA with 4 bridge types, photo simulations of the bridge types, and estimated construction costs for each. The City could then use this information to seek other funding opportunities to complete the preliminary and final design, construction documents, and construction contract for the future signature pedestrian bridge.

Given the fiscal hurdles encountered to date with this project, staff is recommending that Council approve Option 3, directing staff to immediately provide written notice to BCA terminating the design contract.

BACKGROUND

In 2015 the City was successful in securing Active Transportation Plan (ATP) funds for the completion of a Project Study Report-Project Development Support (PSR-PDS) document that determined the need, feasibility and future development of the Enterprise Canal trail bridge crossing over State Route 168 (See Figure 1). The PSR-PDS report demonstrated that a future bridge in the area would provide a beneficial missing link for the City's Class 1 Enterprise Canal Trail system, by providing seamless continuity over State Route 168. The future bridge would also provide a direct link for the commercial, residential, mixed use and business campuses both north and south of State Route 168.

Currently the Enterprise Canal Trail terminates north of Owens Mountain Parkway, where bicyclists and pedestrians are routed to Temperance Avenue. Trail users who wish to continue to the portion of the Enterprise Canal bank and future trail that lies south of the freeway must make their way to Temperance Avenue where they would cross under State Route 168 utilizing existing sidewalks and bicycle lanes.

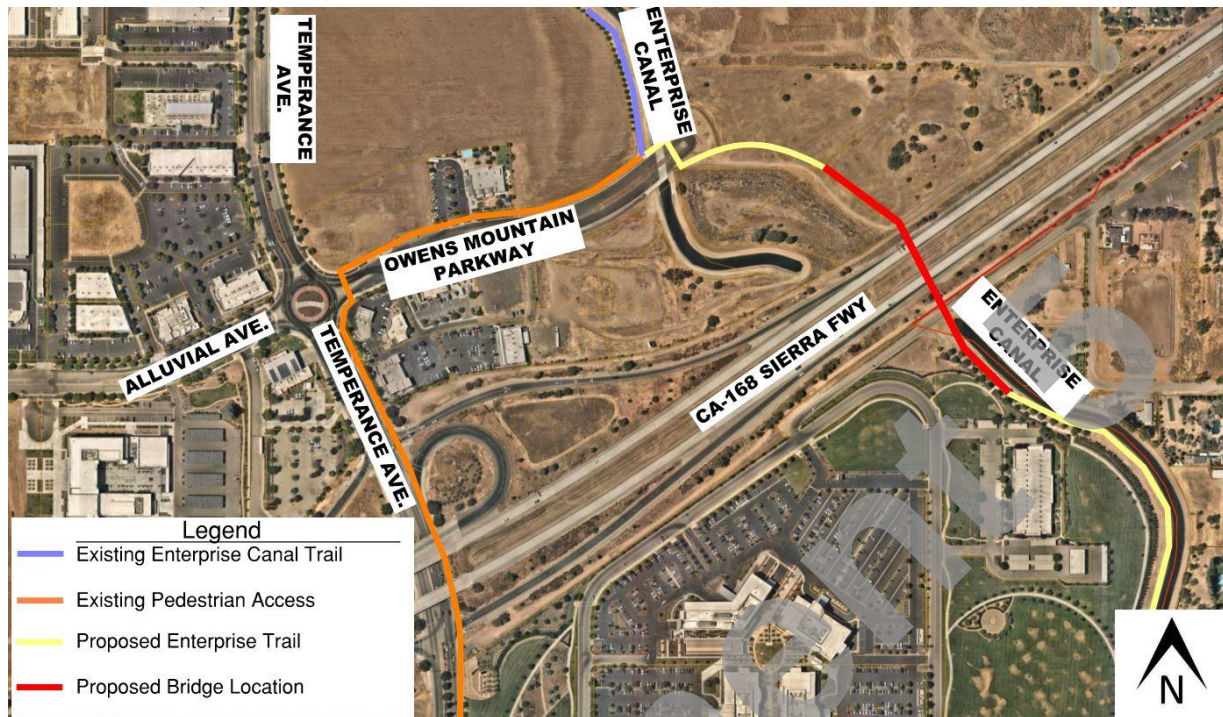


Figure 1

Based on study findings and cost estimates obtained while preparing the PSR-PDS, the City was successful in securing a \$1.2 million federal CMAQ grant for the design of the project. These funds were intended to develop alternatives for the bridge alignment, type, environmental reviews, and estimated costs that would then be used to select a preferred alternative for final design and preparation of construction documents. The CMAQ funds were not intended for project bidding or construction.

The final PSR-PSD report indicated that the estimated design and construction cost for the bridge project would be approximately \$10.5 million dollars. At that time, the estimated construction cost of a signature pedestrian bridge type was approximately \$6.5 million dollars. A signature bridge is considered a unique bridge type with distinguishing aspects that can serve as a landmark. The remaining \$4 million dollars was estimated for design, construction management and right-of-way.

In developing this estimate, staff reached out to consultants that had experience with pedestrian bridge design and bridge costs. The consultants contacted included the Oregon Bridge Engineering Company (OBEC) and BCA. OBEC provided various cost estimates for signature bridge types. The costs ranged from \$1.3 million to \$3.2 million. At that time (prior to the City's contract with BCA), BCA assisted staff in providing a cost estimate for a signature bridge type in the amount of \$7 million. With the completion of the study report, staff was encouraged by the conclusions therein and therefore proceeded with competing for grant funds to commence the design development stage of the bridge project. Even though the roughly \$7 million estimated construction cost was much higher than anticipated when the project was originally conceived, staff felt that the research that went into deriving

the estimate was adequate and felt comfortable that it would cover the cost. It was acknowledged that securing construction funding for the project would be a challenge, but attainable.

In June 2019, the Council authorized a contract for design engineering services to BCA for the State Route 168 / Enterprise Canal Pedestrian Bridge Project in the amount of \$1.2 million dollars. During negotiations of the contract, BCA stated the City's cost estimates were low for the type of signature bridge design that was desired (example arch and cable stayed spans) due to various complexities and constraints that were not known during the preliminary study. As is typical in the industry, BCA correlated the cost of the design to the estimated bridge cost referenced in the PSR-PSD report, so the cost of the design would go up if the estimated cost of the construction went up compared to the original estimate. Since part of the design process was to determine the bridge type and alignment before moving into the final design of the bridge, staff structured the design development contract with BCA in two phases of work as follows:

Phase 1 – Preliminary Design	\$431,800
Phase 2 – Final Design / Construction Documents	\$776,200

Phase 1 work included development of alternative designs for alignment and bridge type, public outreach, and completion of the environmental approvals, ultimately leading to the selection of a preferred alternative. Phase 2 work included the final design of the preferred alternative and completion of the construction documents. The contract was structured in this way in order to provide the ability for decisions to be made regarding whether to proceed with the final design and, if so, the type of structure to design.

The current contract amount with BCA is based on a bridge alternative that can be constructed for an assumed \$7.4 million dollars. If the selected bridge alternative is more complex, resulting in a higher cost to construct, the contract amount with BCA would need to be amended accordingly. Knowing this, but not knowing the magnitude of the added cost, staff and Council proceeded with the 2-phased contract to provide an opportunity to make a decision on whether or not to proceed with the project if the obstacles and cost were found to be too much at the completion of the Phase 1 work. Currently, Phase 1 work is approximately 45% complete. Project expenditures to date total \$360,000 (BCA contract expenses and staff time).

As part of the Phase 1 work, BCA worked with staff to identify four bridge types with a recommended alignment along with estimated construction costs of each. BCA provided the City with photo-simulations and estimates of the four bridge types. The bridge types, alignment and cost estimates are included in Attachment 2 of this report. Some of the criteria considered when evaluating the bridge types included consideration of the context. The bridge is located between and connecting the hospital campus with the Research and Technology (RT) Business Park. Therefore, the RT Park Design Guidelines, construction costs, aesthetics, and right-of-way impact are all considerations. The general theme of the RT Business Park Design Guidelines is to produce a visually clean and "edgy" form reflective

of the clean technological businesses within the area. While a preferred bridge type has not been selected, staff believes the bridge options presented provide the desired signature structure consistent with the context and RT Park Design Guidance.

Remaining items of work under Phase 1 include public outreach, meetings with stakeholders, preparation of preliminary engineering plans, and the completion of California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental documents. Phase 2 work entails completing the final design of the preferred alternative and completion of the construction documents.

The four bridge types include the following:

1-Caltrans standard box Girder Bridge: \$10.7 million for construction



2-2 Arch Bridge: \$15.08 million for construction



3-3 Arch Bridge: \$15.1 million for construction



4-Cable Stayed Bridge: \$17.5 million for construction



Based on the above construction estimates, project administration costs (such as staff time, additional design costs, and construction management time) will add an additional approximately 15% to 25%, resulting in a potential total project cost ranging from \$13 million to \$22 million.

Also, for any non-standard bridge types, such as the arch and cable stayed bridges, Caltrans has indicated that the maintenance responsibility would lie with the City. This would likely take the form of a maintenance agreement whereby Caltrans performs the actual maintenance using its crews or contractors, and the City would pay those annual costs to Caltrans. The magnitude of those annual costs would depend on the final bridge type constructed.

The four bridge types identified above have yet to be vetted through the public review process, which is part of the remaining items of work under Phase 1 of the design development contract.

PROJECT FUNDING

The design contract with BCA was budgeted in the 2021-2022 fiscal year budget through a CMAQ grant totaling \$1.2 million. The City is using its formula based CMAQ funds to meet the grant match requirement of 11.47%.

Under Option 1: the City would complete all Phase 1 work and then terminate the design contract with BCA. To date the City has spent a total of \$360,000 on contract work including staff time. The City has received a reimbursement of \$260,000 in CMAQ funds to date for Phase 1 work. Completion of the remaining Phase 1 work will cost an additional \$245,000 plus staff time. Under this option the City would be required to pay back the \$260,000 in CMAQ funds received to date. The reason the City would have to pay back the CMAQ funds reimbursed to date is that the work identified in the grant, which included both work phases, would not be completed. The City would utilize street maintenance funds to cover all Phase 1 costs, \$360,000 spent to date plus \$245,000 in remaining contract costs plus staff time.

Under Option 2: the City would complete all Phase 1 and Phase 2 work and seek additional design funds to finish all associated tasks. Under Option 2, the City would need to budget additional funds above the \$1.2 million in CMAQ funding currently allocated in order to complete the work. The amount of additional funding needed would depend on the type of bridge structure ultimately selected under the Phase 1 work. As a gauge, if the City were to proceed with the highest bridge cost option (cable stayed structure), the additional design cost would increase to approximately 13-16% of the estimated construction cost for an additional design cost of approximately \$1.8 million. Funding that would otherwise be used for street maintenance would be needed to finish the bridge design. The amount of the funding needed would directly affect the amount of street maintenance projects the City would be able to deliver in the future.

If the City opted to complete all Phase 1 and 2 work, and then does not move to the next project phase (construction) within 10 years of the design funding allocation date, the City would be subject to paying back all federal CMAQ funds received. The design funding for this project was allocated in 2017, therefore the 10-year term to commence construction would be 2027.

Under Option 3: (Preferred Recommendation): the City would immediately terminate the design contract with BCA. The contract would terminate upon 30 days written notice to BCA. Under Option 3, the City would pay back \$260,000 in CMAQ funds that have been reimbursed to date and would not spend any additional City funds, leaving the remaining Phase 1 work uncompleted. The costs spent to date on the Phase 1 work, approximately \$360,000 (contract work including staff time), would be covered with street maintenance funds.

Under Option 3 the City would end the contract with BCA with 4 bridge types, photo simulations of the bridge types, and estimated construction costs for each. The City could use this information to seek other funding opportunities to complete the preliminary and final design, construction documents, and construction contract for the future signature pedestrian bridge.

Putting together funding for the construction of the bridge will continue to be an extreme challenge. Staff has been and continues to research available construction funding options. Construction funding will most likely require a combination of sources due to the magnitude of the estimated cost. Staff has reached out to other agencies who have constructed pedestrian bridges in their jurisdictions. The jurisdictions contacted indicated that construction funding sources included local funds, various grants, and even corporate donations. Grant funding awards can be limited and would need other sources of funding to at least cover any match requirements. Match requirements can be up to fifty percent (50%) of the project cost. Higher match commitments make projects more competitive.

One potential construction funding source is grants issued by the State of California Active Transportation Program. These funds are extremely competitive. There is no match required, but to remain competitive the project would have to show leveraging of funds. Staff is also looking into any opportunities with the newly approved federal infrastructure bill. It is clear that cobbling together funding for a project of this magnitude would be an uphill battle, especially with no local funding currently identified for a match.

With the total project cost being 2 to 3 times what was anticipated at the completion of the PSR-PSD report, and the challenges associated with securing construction funding needed to successfully and timely complete the project, staff is recommending the immediate termination of the design development contract with BCA.

FISCAL IMPACT

Under Option 1 and 3, the City would pay back \$260,000 in CMAQ funds that have been reimbursed to date. This represents contract work and staff time submitted with the first CMAQ billing. A total of \$360,000 has been spent to date (including the CMAQ billing). Street maintenance funds would be used to cover these costs.

In order to complete all Phase 1 work, local street maintenance funds would also be utilized to cover the remaining costs \$245,000 plus staff time.

Under Option 2 the City would need to budget additional funds above the \$1.2 million in CMAQ funding currently allocated in order to complete the work. The amount of additional funding needed would depend on the type of bridge structure ultimately selected under the Phase 1 work. It is estimated the additional design funds needed could be upward of approximately \$1.8 million. The source of these additional funds would be street maintenance funds.

REASON FOR RECOMMENDATION

Staff does not recommend allocating up to an additional \$1.8 million in street maintenance funds to cover costs associated with all Phase 1 and Phase 2 design development work when street maintenance needs are so great. Staff instead recommends preserving these funds for street improvement projects.

In addition, with the complexity and uncertainty involved in securing final design and construction funding for the pedestrian bridge, the City could be in a position of having to

pay back the \$1.2 million in federal CMAQ funding expended on the design if the City is not able to commence construction of the bridge by 2027.

ACTIONS FOLLOWING APPROVAL

1. Staff will Receive and File the status update on the design of the pedestrian bridge.
2. Staff will immediately provide written notice terminating the design contract with BCA.

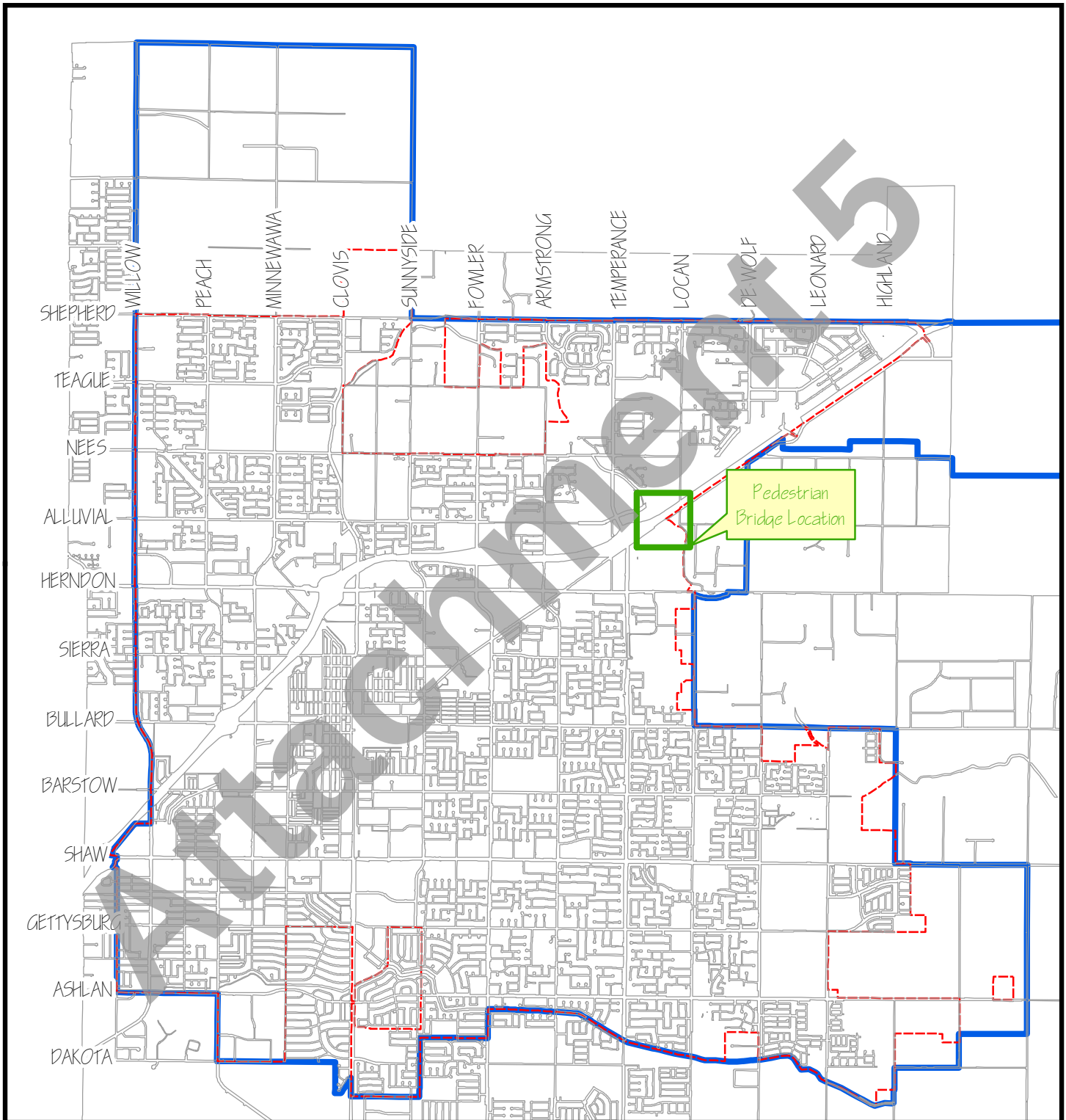
Prepared by: John Armendariz, Civil Engineer

Reviewed by: City Manager *[Signature]*

Attachment 5

VICINITY MAP

CIP 16-19 - State Route 168 / Enterprise Canal Pedestrian Bridge Project



MAY 31, 2019

ATTACHMENT 1

CITY LIMITS

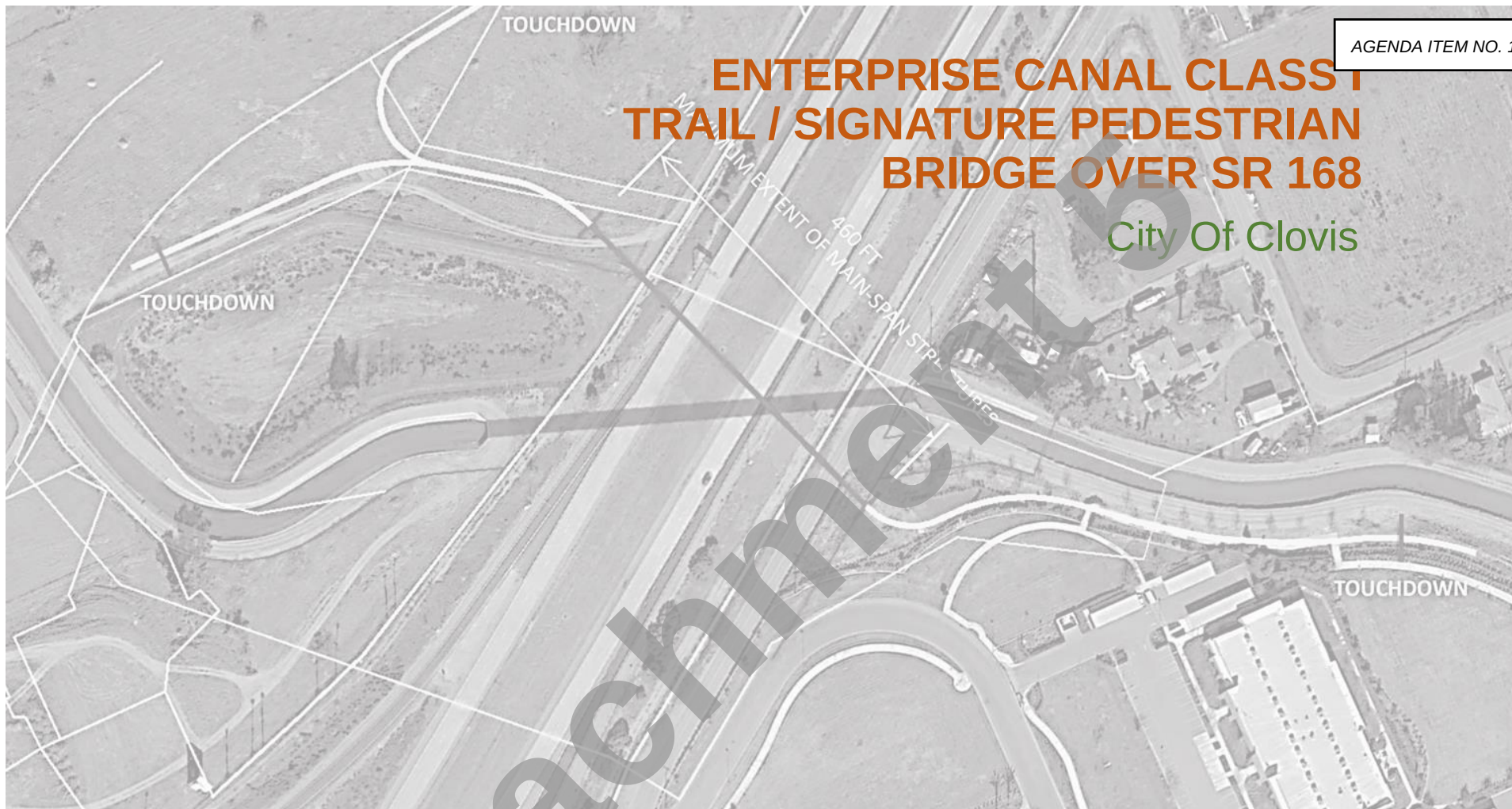
SPHERE OF INFLUENCE



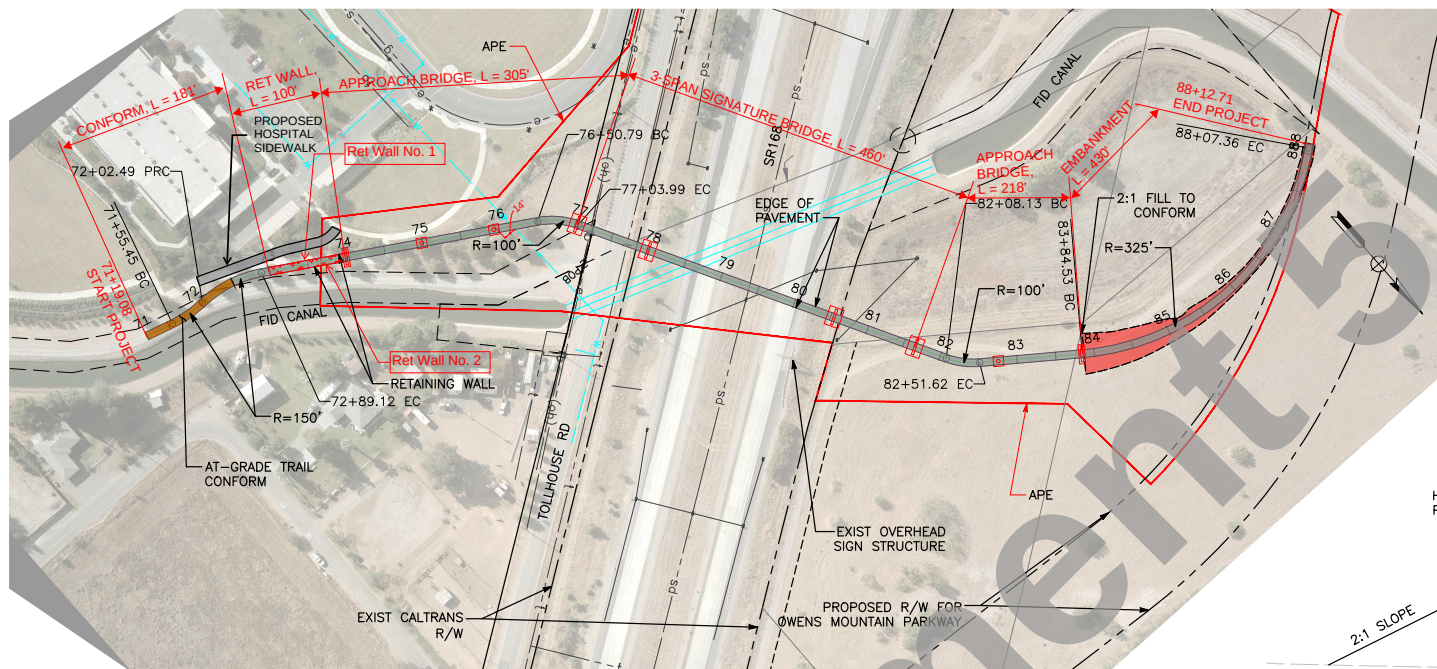
1" = 8000'

ENTERPRISE CANAL CLASS I TRAIL / SIGNATURE PEDESTRIAN BRIDGE OVER SR 168

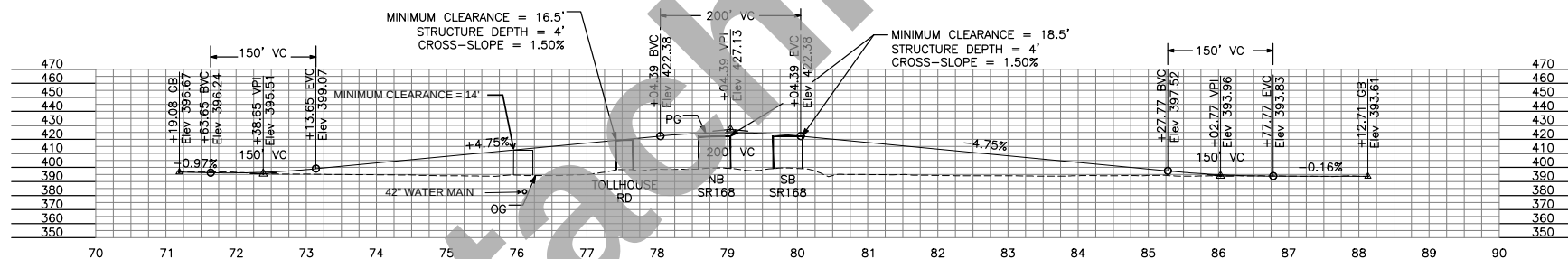
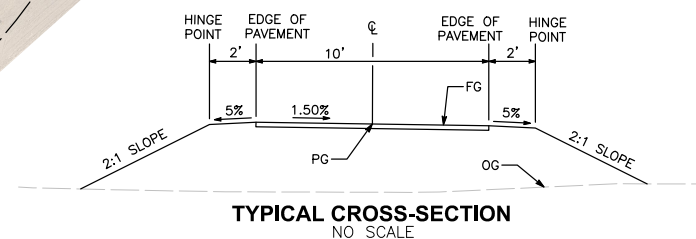
City Of Clovis



Attachment 2



PLAN
SCALE: 1" = 80'

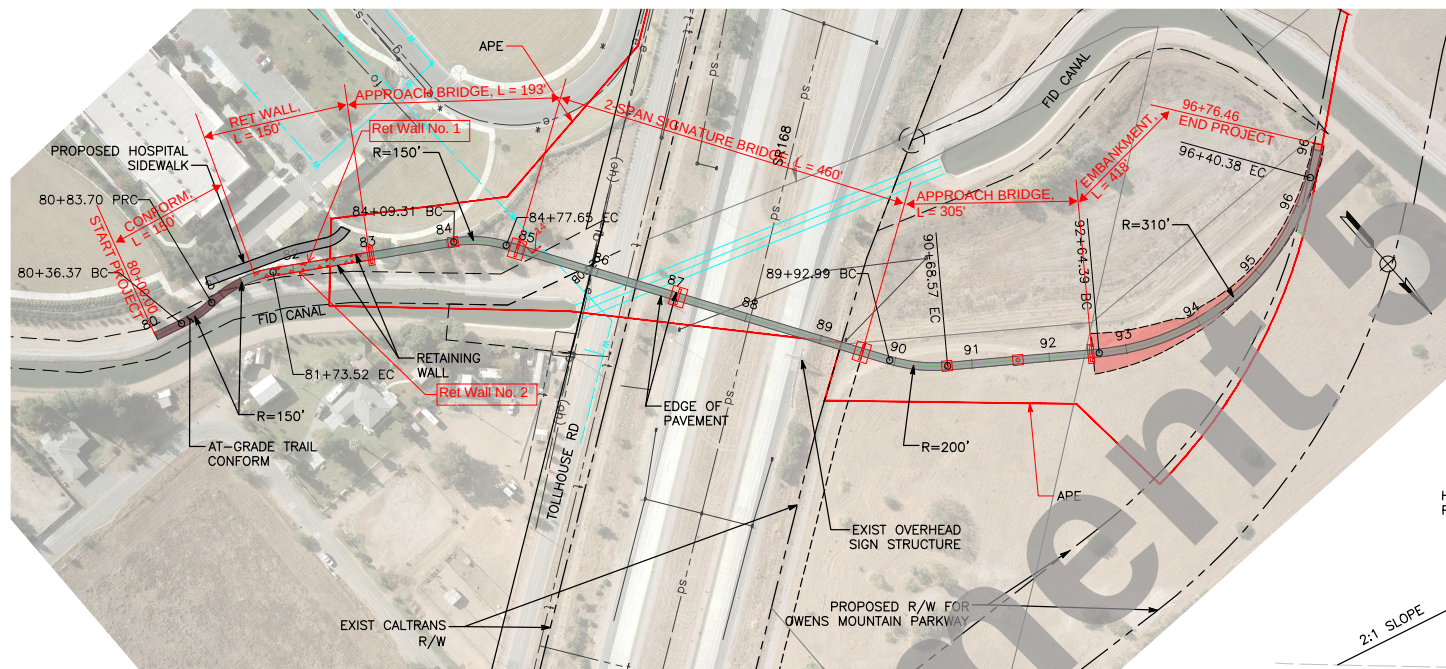


PROFILE
HORIZONTAL: 1"=80'
VERTICAL: 1"=40'

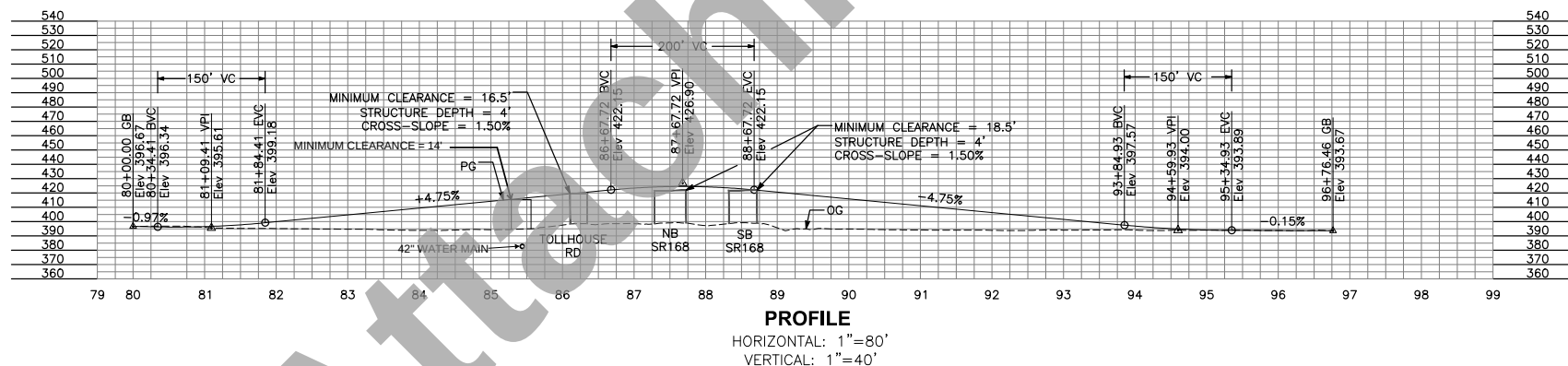
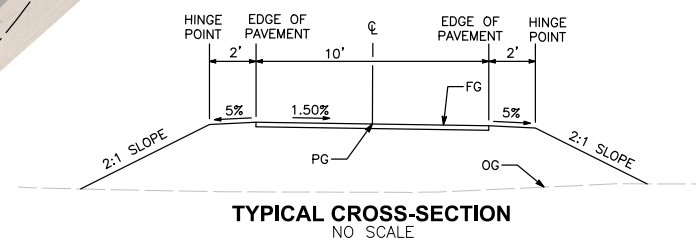
DESIGNED: P. BRADBURY		DATE		RECORD DRAWING	
DRAWN: S. VANG		02/24/20		RESIDENT ENGINEER	
CHECKED: G. GROSS		02/24/20		DATE	

ENTERPRISE CANAL TRAIL AND BRIDGE ALTERNATIVE 3A





PLAN
SCALE: 1" = 80'



DESIGNED	DATE	RECORD DRAWING	DATE
P. BRADBURY	02/24/20	RESIDENT ENGINEER	
DRAWN: S. VANG	02/24/20		
CHECKED: G. GROSS	02/24/20		

ENTERPRISE CANAL TRAIL AND BRIDGE ALTERNATIVE 3B



CONCRETE BOX GIRDER BRIDGE

AGENDA ITEM NO. 10.



Revised - December 3, 2007

RCVD BY: _____

IN EST: _____

OUT EST: _____

BRIDGE: POC over SR-168

BR. No.: _____

DISTRICT: 6

TYPE: Caltrans CIP/PS Box Girder

RTE: 168

CU: _____

CO: _____

EA: _____

PM: _____

LENGTH: _____

WIDTH: _____

AREA (SF)= _____

DESIGN SECTION: _____

OF STRUCTURES IN PROJECT : _____

EST. NO. _____

PRICES BY : _____

COST INDEX: _____

PRICES CHECKED BY : _____

DATE: _____

QUANTITIES BY: _____

DATE: _____

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	SIGNATURE CALTRANS MINIMUM BRIDGE	L=460', W=18'	SQFT	8,280	\$350.00	\$2,898,000.00
2	SIGNATURE BRIDGE AESTHETICS (5%) --		SQFT	8,280		
3	APPROACH BRIDGE (EAST)	L=305', W=18'	SQFT	5,490	\$315.00	\$1,729,350.00
4	APPROACH BRIDGE (EAST) AESTHETICS (10%) --		SQFT	5,490		
5	APPROACH BRIDGE (WEST)	L=218', W=18'	SQFT	3,924	\$315.00	\$1,236,060.00
6	APPROACH BRIDGE (WEST) AESTHETICS (10%) --		SQFT	3,924		
7						
8	RETAINING WALL NO.1	L=100', H=5.5'	SQFT	550	\$150.00	\$82,500.00
9	RETAINING WALL NO.2	L=100', H=5.5'	SQFT	550	\$150.00	\$82,500.00
10						
11	WEST EMBANKMENT	L = 430'	LF	430	\$550.00	\$236,500.00
12						
13	CIVIL TRAIL WORK (181'+100'+430')	L=711', W=14'	SQFT	9,954	\$25.00	\$248,850.00
14						
15	TRAIL LIGHTING		LS	1	\$300,000.00	\$300,000.00
16	ARCHITECTURAL TREATMENT		LS	1	\$100,000.00	\$100,000.00
17	LANDSCAPE		LS	1	\$200,000.00	\$200,000.00
18						
19	HOSPITAL SIDEWALK		LS	1	\$50,000.00	\$50,000.00
20						
21	DEMOLITION/ CLEAR AND GRUB		LS	1	\$100,000.00	\$100,000.00
22						
23	FENCING (430'+430')	L = 860'	LF	860	\$150.00	\$129,000.00
24	TRAFFIC CONTROL		LS	1	\$200,000.00	\$200,000.00
25						
26						
27						
28						
29						
30						

SUBTOTAL \$7,592,760

ROUTING

- DESIGN SECTION
- OFFICE OF BRIDGE DESIGN - NORTH
- OFFICE OF BRIDGE DESIGN - CENTRAL
- OFFICE OF BRIDGE DESIGN - SOUTH
- OFFICE OF BRIDGE DESIGN - WEST
- OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

MOBILIZATION (@ 10 %) \$843,640

PROJECT SUBTOTAL ITEMS \$8,436,400

CONTINGENCIES (@ 25%) \$2,109,100

PROJECT TOTAL COST \$10,545,500

COST PER SQ. FOOT

WORK BY UTILITY FORCES \$100,000

GRAND TOTAL \$10,645,500

BUDGET ESTIMATE AS OF \$10,646,000

COMMENTS: Costs indicated are for structure, civil work, electrical and landscape items of work only.

Costs for right of way acquisition, city overhead, permits, other agency review fees, construction management, specialty inspection, engineering (PS&E), etc. not included.

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

3.0%

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

Years Beyond Midpoint	Escalated Budget Est.
1	\$10,965,000
2	\$11,294,000
3	\$11,633,000

Years Beyond Midpoint	Escalated Budget Est.
4	\$11,982,000
5	\$12,341,000

TWIN TIED ARCH BRIDGE

AGENDA ITEM NO. 10.



RCVD BY:

IN EST:

OUT EST:

BRIDGE: POC over SR-168

BR. No.:

DISTRICT: 6

TYPE: 2-Span Tied-Arch Signature Bridge (Option B)

RTE: 168

CU:

CO:

EA:

PM:

LENGTH:

WIDTH:

AREA (SF)=

DESIGN SECTION:

OF STRUCTURES IN PROJECT :

EST. NO.

PRICES BY :

COST INDEX:

PRICES CHECKED BY :

DATE:

QUANTITIES BY:

DATE:

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	SIGNATURE BRIDGE	L=460', W=18'	SQFT	8,280	\$665.00	\$5,506,200.00
2	SIGNATURE BRIDGE AESTHETICS (5%)		SQFT	8,280	\$35.00	\$289,800.00
3	APPROACH BRIDGE (EAST)	L=193', W=18'	SQFT	3,474	\$315.00	\$1,094,310.00
4	APPROACH BRIDGE (EAST) AESTHETICS (10%)		SQFT	3,474	\$35.00	\$121,590.00
5	APPROACH BRIDGE (WEST)	L=305', W=18'	SQFT	5,490	\$315.00	\$1,729,350.00
6	APPROACH BRIDGE (WEST) AESTHETICS (10%)		SQFT	5,490	\$35.00	\$192,150.00
7						
8	RETAINING WALL NO.1	L=150', H=6.5'	SQFT	975	\$150.00	\$146,250.00
9	RETAINING WALL NO.2	L=150', H=6.5'	SQFT	975	\$150.00	\$146,250.00
10						
11	WEST EMBANKMENT	L = 418'	LF	418	\$550.00	\$229,900.00
12						
13	CIVIL TRAIL WORK (150'+150'+418')	L=718', W=14'	SQFT	10,052	\$25.00	\$251,300.00
14						
15	TRAIL LIGHTING		LS	1	\$300,000.00	\$300,000.00
16	ARCHITECTURAL TREATMENT		LS	1	\$100,000.00	\$100,000.00
17	LANDSCAPE		LS	1	\$200,000.00	\$200,000.00
18						
19	HOSPITAL SIDEWALK		LS	1	\$50,000.00	\$50,000.00
20						
21	DEMOLITION/ CLEAR AND GRUB		LS	1	\$100,000.00	\$100,000.00
22						
23	FENCING (418'+418')	L = 836'	LF	836	\$150.00	\$125,400.00
24	TRAFFIC CONTROL		LS	1	\$200,000.00	\$200,000.00
25						
26						
27						
28						
29						
30						

SUBTOTAL \$10,782,500

ROUTING

- DES SECTION
- OFFICE OF BRIDGE DESIGN - NORTH
- OFFICE OF BRIDGE DESIGN - CENTRAL
- OFFICE OF BRIDGE DESIGN - SOUTH
- OFFICE OF BRIDGE DESIGN - WEST
- OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

MOBILIZATION (@ 10 %) \$1,198,056

PROJECT SUBTOTAL ITEMS \$11,980,556

CONTINGENCIES (@ 25%) \$2,995,139

PROJECT TOTAL COST \$14,975,694

COST PER SQ. FOOT

WORK BY UTILITY FORCES \$100,000

GRAND TOTAL \$15,075,694

BUDGET ESTIMATE AS OF \$15,076,000

COMMENTS: Costs indicated are for structure, civil work, electrical and landscape items of work only.

Costs for right of way acquisition, city overhead, permits, other agency review fees, construction management, specialty inspection, engineering (PS&E), etc. not included.

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

3.0%

Years Beyond Midpoint	Escalated Budget Est.
1	\$15,528,000
2	\$15,994,000
3	\$16,474,000

Years Beyond Midpoint	Escalated Budget Est.
4	\$16,968,000
5	\$17,477,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

TRIPLE TIED ARCH BRIDGE

AGENDA ITEM NO. 10.



Revised - December 3, 2007

RCVD BY: _____

IN EST: _____

OUT EST: _____

BRIDGE: POC over SR-168

BR. No.: _____

DISTRICT: 6

TYPE: 3-Span Tied-Arch Signature Bridge

RTE: 168

CU: _____

CO: _____

EA: _____

PM: _____

LENGTH: _____

WIDTH: _____

AREA (SF)= _____

DESIGN SECTION: _____

OF STRUCTURES IN PROJECT : _____

EST. NO. _____

PRICES BY : _____

COST INDEX: _____

PRICES CHECKED BY : _____

DATE: _____

QUANTITIES BY: _____

DATE: _____

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	SIGNATURE BRIDGE	L=460', W=18'	SQFT	8,280	\$665.00	\$5,506,200.00
2	SIGNATURE BRIDGE AESTHETICS (5%)		SQFT	8,280	\$35.00	\$289,800.00
3	APPROACH BRIDGE (EAST)	L=305', W=18'	SQFT	5,490	\$315.00	\$1,729,350.00
4	APPROACH BRIDGE (EAST) AESTHETICS (10%)		SQFT	5,490	\$35.00	\$192,150.00
5	APPROACH BRIDGE (WEST)	L=218', W=18'	SQFT	3,924	\$315.00	\$1,236,060.00
6	APPROACH BRIDGE (WEST) AESTHETICS (10%)		SQFT	3,924	\$35.00	\$137,340.00
7						
8	RETAINING WALL NO.1	L=100', H=5.5'	SQFT	550	\$150.00	\$82,500.00
9	RETAINING WALL NO.2	L=100', H=5.5'	SQFT	550	\$150.00	\$82,500.00
10						
11	WEST EMBANKMENT	L = 430'	LF	430	\$550.00	\$236,500.00
12						
13	CIVIL TRAIL WORK (181'+100'+430')	L=711', W=14'	SQFT	9,954	\$25.00	\$248,850.00
14						
15	TRAIL LIGHTING		LS	1	\$300,000.00	\$300,000.00
16	ARCHITECTURAL TREATMENT		LS	1	\$100,000.00	\$100,000.00
17	LANDSCAPE		LS	1	\$200,000.00	\$200,000.00
18						
19	HOSPITAL SIDEWALK		LS	1	\$50,000.00	\$50,000.00
20						
21	DEMOLITION/ CLEAR AND GRUB		LS	1	\$100,000.00	\$100,000.00
22						
23	FENCING (430'+430')	L = 860'	LF	860	\$150.00	\$129,000.00
24	TRAFFIC CONTROL		LS	1	\$200,000.00	\$200,000.00
25						
26						
27						
28						
29						
30						

SUBTOTAL \$10,820,250

ROUTING

- DES SECTION
- OFFICE OF BRIDGE DESIGN - NORTH
- OFFICE OF BRIDGE DESIGN - CENTRAL
- OFFICE OF BRIDGE DESIGN - SOUTH
- OFFICE OF BRIDGE DESIGN - WEST
- OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

MOBILIZATION (@ 10 %) \$1,202,250

PROJECT SUBTOTAL ITEMS \$12,022,500

CONTINGENCIES (@ 25%) \$3,005,625

PROJECT TOTAL COST \$15,028,125

COST PER SQ. FOOT

WORK BY UTILITY FORCES \$100,000

GRAND TOTAL \$15,128,125

BUDGET ESTIMATE AS OF \$15,128,000

COMMENTS: Costs indicated are for structure, civil work, electrical and landscape items of work only.

Costs for right of way acquisition, city overhead, permits, other agency review fees, construction management, specialty inspection, engineering (PS&E), etc. not included.

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

3.0%

Years Beyond Midpoint	Escalated Budget Est.
1	\$15,582,000
2	\$16,049,000
3	\$16,530,000

Years Beyond Midpoint	Escalated Budget Est.
4	\$17,026,000
5	\$17,537,000

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

TWIN TOWER CABLE-STAYED BRIDGE

AGENDA ITEM NO. 10.



Revised - December 3, 2007

RCVD BY: _____

IN EST: _____

OUT EST: _____

BRIDGE: POC over SR-168

BR. No.: _____

DISTRICT: 6

TYPE: 3-Span Cable-Stayed Signature Bridge

RTE: 168

CU: _____

CO: _____

EA: _____

PM: _____

LENGTH: _____

WIDTH: _____

AREA (SF)= _____

DESIGN SECTION: _____

OF STRUCTURES IN PROJECT : _____

EST. NO. _____

PRICES BY : _____

COST INDEX: _____

PRICES CHECKED BY : _____

DATE: _____

QUANTITIES BY: _____

DATE: _____

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	SIGNATURE BRIDGE	L=460', W=18'	SQFT	8,280	\$855.00	\$7,079,400.00
2	SIGNATURE BRIDGE AESTHETICS (5%)		SQFT	8,280	\$45.00	\$372,600.00
3	APPROACH BRIDGE (EAST)	L=305', W=18'	SQFT	5,490	\$315.00	\$1,729,350.00
4	APPROACH BRIDGE (EAST) AESTHETICS (10%)		SQFT	5,490	\$35.00	\$192,150.00
5	APPROACH BRIDGE (WEST)	L=218', W=18'	SQFT	3,924	\$315.00	\$1,236,060.00
6	APPROACH BRIDGE (WEST) AESTHETICS (10%)		SQFT	3,924	\$35.00	\$137,340.00
7						
8	RETAINING WALL NO.1	L=100', H=5.5'	SQFT	550	\$150.00	\$82,500.00
9	RETAINING WALL NO.2	L=100', H=5.5'	SQFT	550	\$150.00	\$82,500.00
10						
11	WEST EMBANKMENT	L = 430'	LF	430	\$550.00	\$236,500.00
12						
13	CIVIL TRAIL WORK (181'+100'+430')	L=711', W=14'	SQFT	9,954	\$25.00	\$248,850.00
14						
15	TRAIL LIGHTING		LS	1	\$300,000.00	\$300,000.00
16	ARCHITECTURAL TREATMENT		LS	1	\$100,000.00	\$100,000.00
17	LANDSCAPE		LS	1	\$200,000.00	\$200,000.00
18						
19	HOSPITAL SIDEWALK		LS	1	\$50,000.00	\$50,000.00
20						
21	DEMOLITION/ CLEAR AND GRUB		LS	1	\$100,000.00	\$100,000.00
22						
23	FENCING (430'+430')	L = 860'	LF	860	\$150.00	\$129,000.00
24	TRAFFIC CONTROL		LS	1	\$200,000.00	\$200,000.00
25						
26						
27						
28						
29						
30						

SUBTOTAL \$12,476,250

ROUTING

- DESSECTION
- OFFICE OF BRIDGE DESIGN - NORTH
- OFFICE OF BRIDGE DESIGN - CENTRAL
- OFFICE OF BRIDGE DESIGN - SOUTH
- OFFICE OF BRIDGE DESIGN - WEST
- OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

MOBILIZATION (@ 10 %) \$1,386,250

PROJECT SUBTOTAL ITEMS \$13,862,500

CONTINGENCIES (@ 25%) \$3,465,625

PROJECT TOTAL COST \$17,328,125

COST PER SQ. FOOT

WORK BY UTILITY FORCES \$100,000

GRAND TOTAL \$17,428,125

BUDGET ESTIMATE AS OF \$17,428,000

COMMENTS: Costs indicated are for structure, civil work, electrical and landscape items of work only.

Costs for right of way acquisition, city overhead, permits, other agency review fees, construction management, specialty inspection, engineering (PS&E), etc. not included.

Escalated Budget Estimate to Midpoint of Construction *

Escalation Rate per Year

3.0%

* Escalated budget estimate is provided for information only, actual construction costs may vary. Escalated budget estimates provided do not replace Departmental policy to update cost estimates annually.

Years Beyond Midpoint	Escalated Budget Est.
1	\$17,951,000
2	\$18,490,000
3	\$19,045,000

Years Beyond Midpoint	Escalated Budget Est.
4	\$19,616,000
5	\$20,204,000

RESOLUTION 25-__

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS
ADOPTING A NEGATIVE DECLARATION FOR THE STATE ROUTE 168 ENTERPRISE
CANAL PEDESTRIAN OVERCROSSING PROJECT, PURSUANT TO THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT GUIDELINES**

WHEREAS, Caltrans, in cooperation with the City of Clovis, proposes to extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian and bicycle access to the Clovis Community Hospital complex by constructing a bicycle/pedestrian Class I overcrossing ("Project"). The Project lies east of Temperance Avenue and south of Owens Mountain Parkway in the City of Clovis; and

WHEREAS, Caltrans, as lead agency under CEQA, caused to be prepared an initial study (hereinafter incorporated by reference) to evaluate potential environmental impacts from the Project, and on the basis of that study, it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of this initial study, a negative declaration ("ND") was prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act ("CEQA") (Pub. Res. Code §§ 21000, et seq.), and Guidelines for implementation of CEQA (Cal. Code Regs., Tit. 14, §§ 15000, et seq.); and

WHEREAS, a notice of intent to adopt an ND and public comment period was published in the Clovis Roundup and the initial study and ND were made available at Caltrans District 6, City of Clovis, Clovis Regional Library, Caltrans website, and the City of Clovis website in accordance with CEQA Guidelines section 15072, subdivision (b)(2); and

WHEREAS, the City Council has independently reviewed, evaluated, and considered the CEQA analysis outlined in the staff report, initial study, ND, and all comments, written and oral, received from persons who reviewed the ND, or otherwise commented on the Project ("Administrative Record").

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis resolves and finds as follows:

1. The foregoing recitals as true and correct.

2. The City of Clovis, as a responsible agency under CEQA Guidelines section 15381, has reviewed and considered the initial study and ND and certifies that it has done so, pursuant to CEQA Guidelines section 15050, subdivision (b)

3. That the initial study and ND were presented to the City Council and the City Council has independently reviewed, evaluated, and considered the entire Administrative Record including the initial study, ND, and all comments, written and oral, received from persons who reviewed the initial study and ND, or otherwise commented on the Project prior to approving the Project.

4. On the basis of the entire Administrative Record, that there is no substantial evidence that the Project will have a significant effect on the environment.

5. Directs that the record of these proceedings shall be contained in the Department of Planning and Development Services located at 1033 Fifth Street, Clovis, California 93612, and the custodian of the record shall be the City Planner or other person designated by the Planning and Development Services Director.

6. The Planning and Development Services Director, or his/her designee, is authorized to file a notice of determination for the Project in accordance with CEQA and to pay any fees required for such filing.

7. The basis for the findings is detailed in the March 4, 2025 staff report, which is hereby incorporated by reference in its entirety, the entire Administrative Record, as well as evidence and comments presented in connection with the ND.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 4, 2025, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

DATED: March 4, 2025

Mayor

City Clerk

State Route 168 Enterprise Canal Pedestrian Overcrossing Project

Fresno County, California
06-FRE-168
EFIS 0616000055
State Clearinghouse Number: 2024061001

Initial Study with Negative Declaration



Prepared by the
State of California Department of Transportation
and City of Clovis

August 2024



General Information about This Document

AGENDA ITEM NO. 10.

What's in this Document:

Document prepared by: The California Department of Transportation (Caltrans) with assistance from Dewberry Engineers Inc.

The Initial Study with Proposed Negative Declaration circulated to the public for review and comment for 30 days between June 24, 2024 and July 24, 2024. Comments received during this period are included in Appendix B, which has been added since the draft document circulated. Elsewhere, language has been added throughout the document, if needed, to indicate where a change has been made since circulation of the draft document. Minor editorial changes and clarifications have not been so indicated.

Additional copies of this document and the related technical studies are available at the following locations: Caltrans District 6 office at 1352 West Olive Avenue, Fresno, California 93728, Monday through Friday, from 8:00 a.m. to 5:00 p.m.; City of Clovis, Planning and Development Services Department, 1033 Fifth Street, Clovis, between 8:00 a.m. and 4:00 p.m.; Clovis Library at 1155 Fifth Street, Clovis, Monday through Thursday 9:00 a.m. to 9:00 p.m., Saturday 9:00 a.m. to 5:00 p.m. and Sunday noon to 5:00 p.m. This document may be downloaded at the following website:

<https://cityofclovis.com/planning-and-development/ceqa/>

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For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to California Department of Transportation, Attention: Trais Norris, District 6, Environmental Planning, 2015 E. Shields Avenue, Suite 100, Fresno, CA 93726; (559) 320-6045 (Voice) or use the California Relay Service 1 (800) 735-2929 (TTY to Voice), 1 (800) 735-2922 (Voice to TTY), 1 (800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1-800-854-7784 (Spanish and English Speech-to-Speech) or 711.

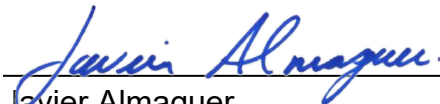
State Clearinghouse Number: 2024061001
06-FRE-168
EA 06-0U840/EFIS 0616000055

Construct a pedestrian/bicycle bridge over State Route 168, east of North
Temperance Avenue and south of Owens Mountain Parkway, from the
northern trail system near Owens Mountain Parkway south to the Clovis
Community Hospital complex

**INITIAL STUDY
with Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation
and
City of Clovis



Javier Almaguer
District 6 Environmental Office Chief
California Department of Transportation
CEQA Lead Agency

9/16/2024

Date



Negative Declaration

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number: 2024061001

District-County-Route: 06-FRE-168

EA/Project Number: EA 06-0U840/EFIS 0616000055

Project Description

The City of Clovis, in coordination with the California Department of Transportation (Caltrans), proposes to construct a bicycle/pedestrian Class 1 overcrossing (project) spanning State Route 168 east of North Temperance Avenue and south of Owens Mountain Parkway in Clovis, California. The project will extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The bridge spanning State Route 168 will be approximately 18 feet wide and 460 feet long, provide a minimum vertical clearance of 18.5 feet with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches will consist of embankment fill, retaining walls, and approach structures.

Determination

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

The project will have no effect on agricultural and forest resources, land use and planning, mineral resources, and population and housing. The project will have less than significant effects to aesthetics, air quality, biological resources, cultural resources, energy, greenhouse gas emissions, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, tribal cultural resources, utilities and service systems, wildfire, and mandatory findings of significance.

Javier Almaguer
District 6 Environmental Office Chief
California Department of Transportation
CEQA Lead Agency

09//16/2024

Date

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Chapter 1 Project

1.1 Introduction

The City of Clovis, in coordination with the California Department of Transportation (Caltrans) District 6, proposes to construct a bicycle/pedestrian Class 1 overcrossing spanning State Route 168 (project). The project lies east of North Temperance Avenue and south of Owens Mountain Parkway in the City of Clovis in Fresno County, California (see Figures 1-1 and 1-2). The project, which includes two alignment options based on bridge type, will extend the Enterprise Canal Trail south of State Route 168 and provide direct pedestrian access to the Clovis Community Hospital complex. The project will meet current applicable City of Clovis, Caltrans, American Association of State Highway and Transportation Officials, and Americans with Disabilities Act standards.

1.2 Existing Conditions

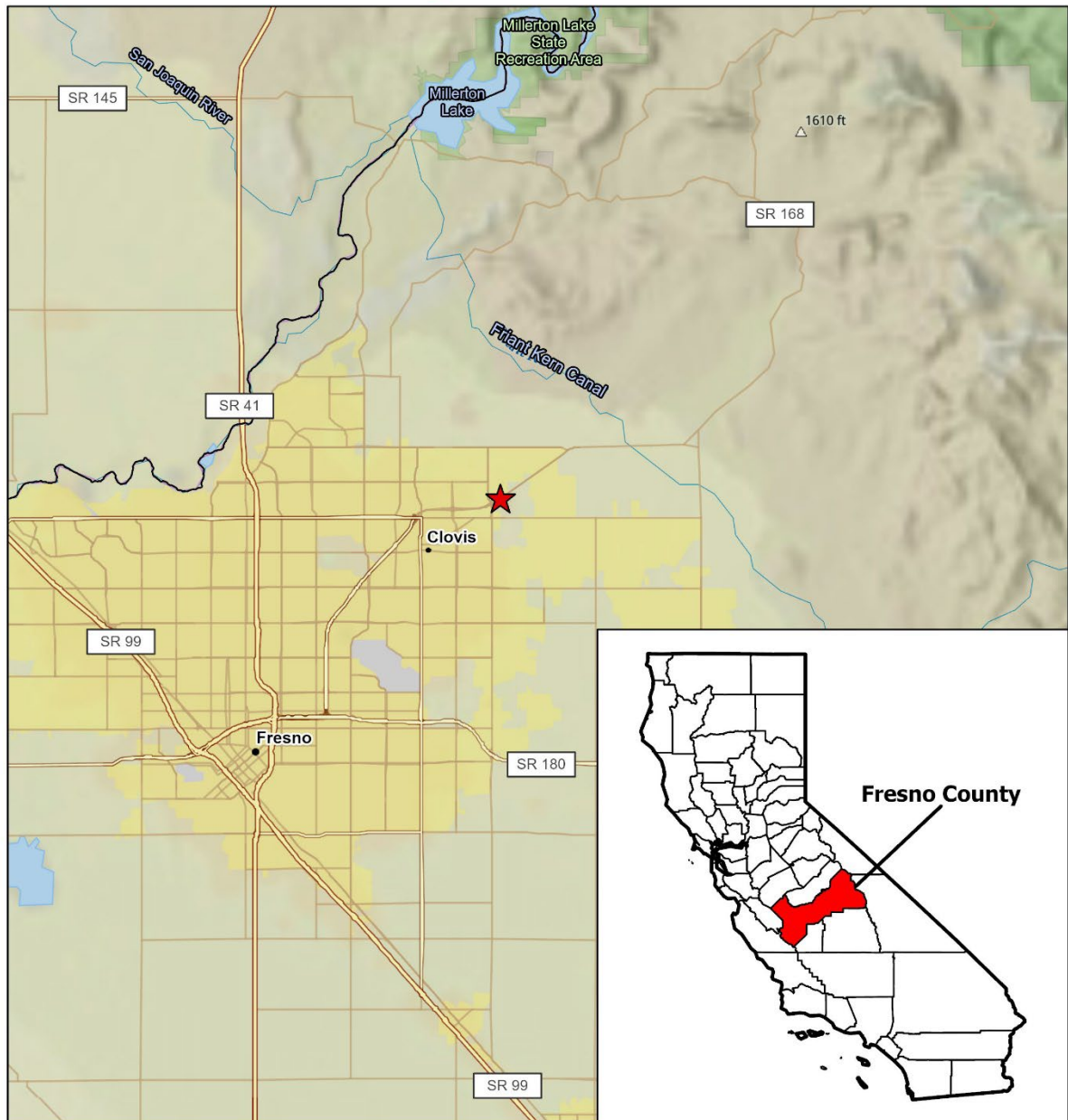
The City of Clovis limits extend along the Enterprise Canal, south of State Route 168, and along the southern edge of Tollhouse Road, south of State Route 168 and east of the Enterprise Canal. Therefore, the project site sits entirely within the City of Clovis; however, the project area extends into Fresno County (see Figure 1-2).

The project site is surrounded by a mix of commercial and residential areas to the north, commercial areas to the west, residential areas and the Clovis Community Hospital complex to the south, and residential areas to the east and southeast. The City of Clovis General Plan (General Plan) land use designations within and adjacent to the project area are as follows: Mixed Use/Business Campus (MU-BC), Office (O), and Rural Residential (RR). The Fresno County General Plan land use designation adjacent to the southeastern portion of the project area includes Rural Residential. The land use designations are shown in Figure 1-3.

The City of Clovis zoning classifications within and adjacent to the project area are as follows: Single Family Residential - 24,000 Square Feet (R-A), Single Family Residential - 18,000 Square Feet (R-1-Ah), Planned Commercial Center (P-C-C), Research and Technology Business Park (R-T), and Professional Office (C-P). The Fresno County zoning classifications adjacent to the southeastern portion of the project area include Limited Agricultural (AL20) and Rural Residential (RR). The zoning classifications are shown in Figure 1-4.

Figure 1-1 Regional Location

Regional Location



State Route (SR) 168
Enterprise Canal
Pedestrian Bridge Project
City of Clovis, CA

Legend

-  Project Location
-  Fresno County Boundary

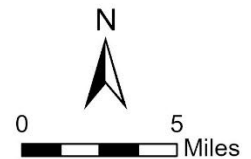


Figure 1-1

Author: I. Ciraulo
Last updated on Tuesday,
December 5, 2023

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Figure 1-2 Project Location

Project Location



State Route (SR) 168
Enterprise Canal
Pedestrian Bridge Project
City of Clovis, CA

Figure 1-2

Author: I. Ciraulo
Last updated on Tuesday,
December 26, 2023

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Legend

- Clovis City Boundary
- Project Area
- Cut and Fill
- Hospital Sidewalk Improvements
- Alignment Option 1
- Alignment Option 2

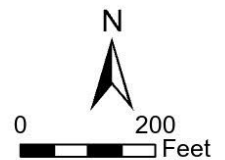


Figure 1-3 Land Use Designations

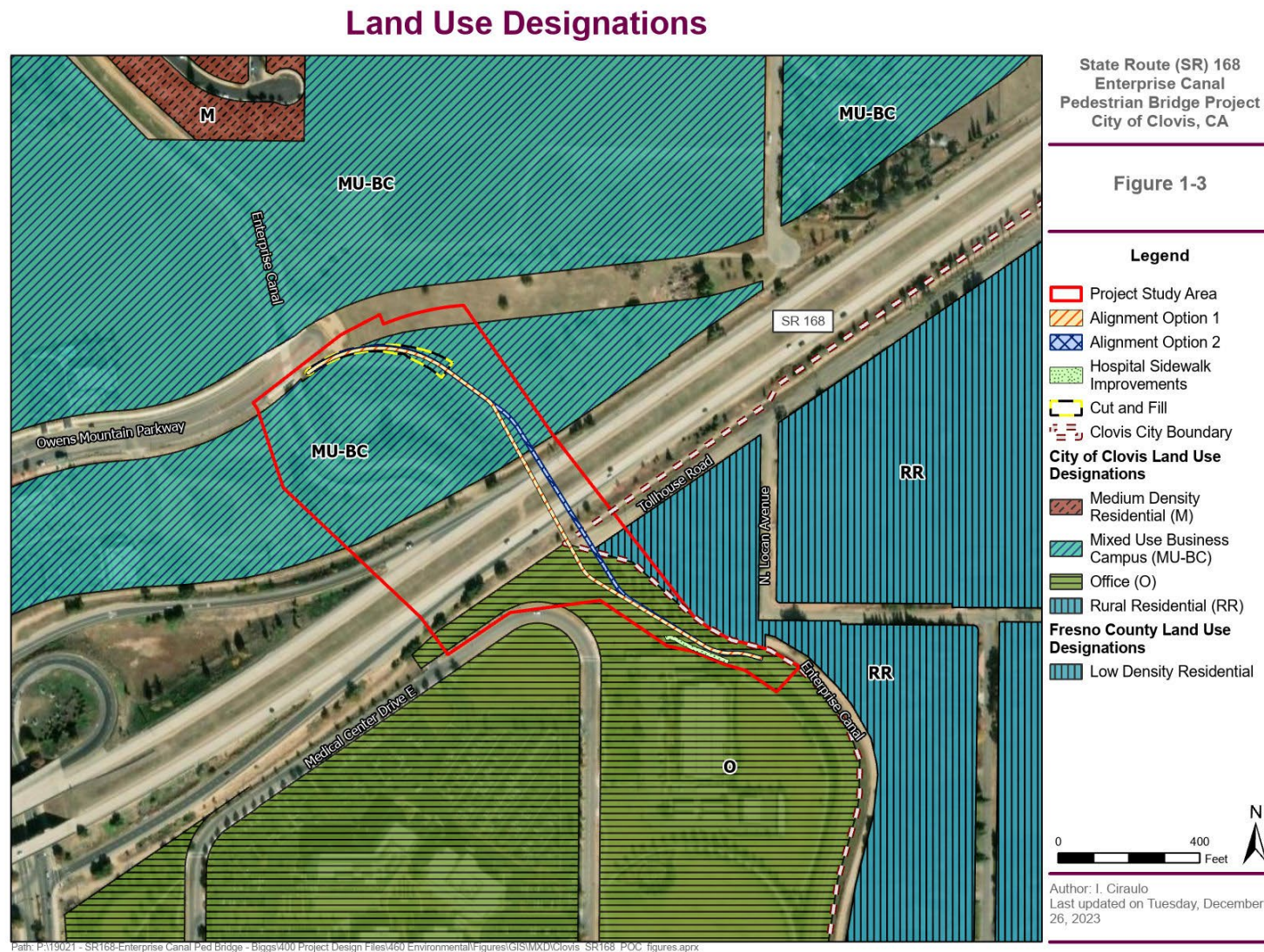
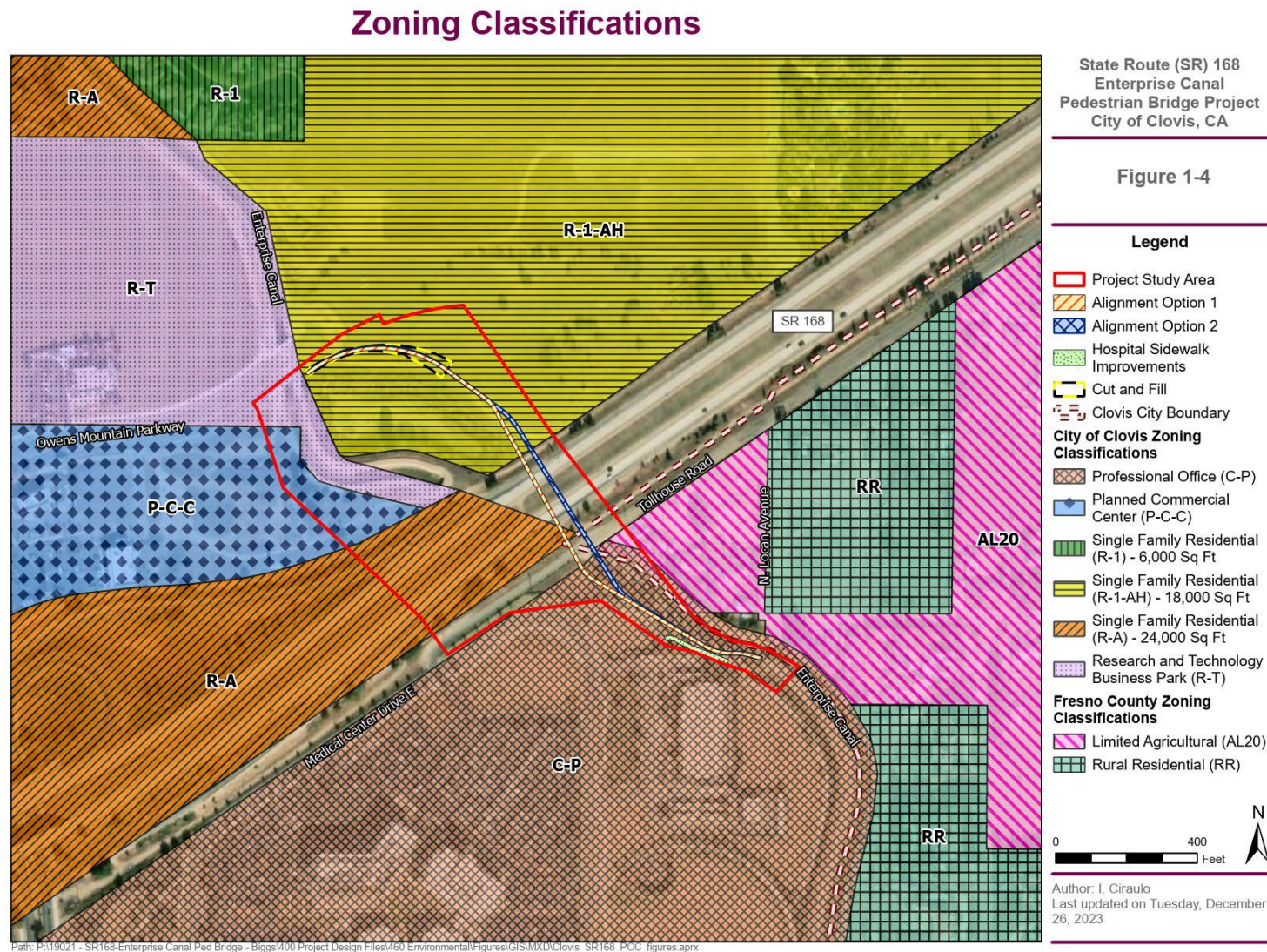


Figure 1-4 Zoning Classifications



State Route 168 bisects the project site in a generally east-west trending direction, while the Enterprise Canal bisects the project site in a generally north-south trending direction. North of State Route 168 and west of the project site, Owens Mountain Parkway ends at approximately the Enterprise Canal. The project site, north of State Route 168, is generally undeveloped. A drainage basin sits adjacent to and east of the Enterprise Canal. West of the Enterprise Canal is new commercial development. The area east of Enterprise Canal is mostly undeveloped, with residential areas north and east.

South of State Route 168, Tollhouse Road parallels State Route 168 and crosses the project site in a generally east-west direction. Medical Center Drive is just south and west of the project site. The Clovis Community Hospital complex is south of the project site. Residences sit east of the project site.

1.3 Purpose and Need

The purpose of the project is to provide bicyclists and pedestrians a safe and continuous path of travel along the Enterprise Canal Trail over State Route 168. Short term, the project extends the existing Enterprise Canal Trail at Owens Mountain Parkway over State Route 168, providing direct access to the Clovis Community Hospital complex. Long term, this connection over State Route 168 provides a critical link for all bicyclists and pedestrians using the overall Enterprise Canal Trail system, as well as access to the future Sierra Gateway Trail System leading to northeast Clovis.

1.4 Project Description

The project would provide a bicycle/pedestrian bridge spanning State Route 168 to provide direct bicyclist and pedestrian access to the Clovis Community Hospital complex. Currently, two alignment options are offered, based on three bridge type options; the project limits and conditions remain similar between the three bridge types. For a rendering of each bridge type, see Figures 2.2.1-1, 2.2.1-2, and 2.2.1-3 in Chapter 2 in the 2.2.1 Aesthetics section. The bridge will be approximately 18 feet wide and 460 feet long, providing a minimum vertical clearance of 18.5 feet, with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches may consist of embankment fill, retaining walls, and approach structures.

1.4.1 Utility Relocations

Existing utilities that conflict with project improvements and equipment will be relocated to accommodate the project design. Underground relocation for the overhead utility along Tollhouse Road may be considered.

1.4.2 Lane and Road Closures

During construction of the pedestrian overcrossing, the project will require a series of nighttime and/or weekend freeway and local roadway closures to place bridge falsework or construct the bridge deck. During these closures, one direction of traffic will be maintained on State Route 168. Temporary closures on State Route 168 will occur between the State Route 168/Owens Mountain Parkway intersection and the State Route 168/North Temperance Avenue interchange. These temporary closures of State Route 168 within the project site will require a detour onto North Temperance Avenue to East Shepherd Avenue continuing to State Route 168. Figure 1-5 shows the proposed temporary detour. If significant work is required adjacent to State Route 168 within the clear recover zone, temporary pavement will be constructed within the existing median so that two lanes in each direction can be maintained throughout the construction period.

Tollhouse Road will be closed for up to nine months for bent construction, with up to three additional nighttime closures for one week (Monday through Friday), or one weekend, for girder placement over the roadway.

One lane in the eastbound direction of Owens Mountain Parkway will be closed for three months to tie in the overcrossing's north approach to the Owens Mountain Parkway pedestrian access.

1.4.3 Clearing, Grubbing, and Tree Removals

Ground disturbances and vegetation removal will occur as a result of the project. It is anticipated that landscape trees at the Clovis Community Hospital complex will be removed and replaced.

1.4.4 New Bridge Foundations

The new abutment seat and associated foundations will involve excavations of up to 13 feet. The foundation elements will consist of cast-in-drilled-hole piles or driven piles supporting single- or multi-column bents. Temporary shoring piles may be installed to support the excavation depths. The maximum depth of excavation is expected to be up to 13 feet, with a pile depth of approximately 100 feet.

1.4.5 New Bridge Constructions

New bridge construction will involve placing falsework to support the wet concrete of the superstructure, constructing bridge formwork, placing reinforcement, and then casting the bridge superstructure. Depending on the bridge type selected, precast or steel elements may also be used. A curb with pedestrian fencing will be placed at the edge of the deck as well as along the ramp approaches to the bridge.

1.4.6 New Retaining Wall Construction

Retaining walls will be constructed at both the north and south approaches to the bridge structure. A mechanically stabilized embankment will be used to retain the approach fill.

1.4.7 New Trail Extension

Trail extension construction will require excavation, placement of aggregate base, and an asphalt surface.

Figure 1-5 Proposed Temporary Detour

Proposed Temporary Detour



State Route (SR) 168
Enterprise Canal
Pedestrian Bridge Project
City of Clovis, CA

Figure 1-5

Legend

- Project Area
- ... Proposed Road Closures
- Proposed Detour
- Clovis City Boundary

0 2,000 Feet

Author: I. Ciraulo
Last updated on Tuesday,
December 5, 2023

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1.4.8 Construction Equipment

Table 1-1 provides a description of the type of equipment likely to be used during construction of the project.

Table 1-1 Construction Equipment

Equipment	Construction Purpose
Air compressor	Finishing work
Backhoe	Soil manipulation, drainage work
Bid-well paving machine	Concrete bridge deck finishing
Bobcat	Fill distribution
Bulldozer/Loader	Earthwork construction, clearing
Compaction equipment	Earthwork
Concrete truck and pump	Concrete placement
Crane	Placement of falsework, pile installation, concrete placement, retaining walls and embankments. Precast elements or structural steel placement.
Drill rig and truck	Pile construction for bents and retaining walls
Dump truck	Fill material delivery
Excavator	Soil manipulation
Flatbed truck	Material handling and delivery
Front-end loader	Dirt or gravel manipulation
Generators	Power hand tools
Grader/Scraper	Ground leveling
Haul truck	Earthwork construction, clearing
Hoe ram	Demolition
Holding tanks	Slurry storage and suspended solid water settling
Hydraulic hammer	Demolition, concrete removal
Impact Pile Driver/Vibratory Pile Driver	Pile installation for bents and retaining walls
Jack Hammer	Demolition, concrete removal
Paver	Asphalt concrete construction
Roller/compactor	Earthwork, concrete or asphalt construction, utility relocation
Rubber tired boom truck	Lifting
Truck with seed sprayer	Landscaping
Water truck	Earthwork construction, dust control

1.4.9 Construction Schedule

Construction of the project is anticipated to take approximately 18 to 24 months to complete. The construction period is scheduled to begin as early as spring 2026.

1.5 Identification of a Preferred Alternative

Two alternatives were under consideration for this project: Alternative 1: Build Alternative and Alternative 2: No-Build Alternative. Alternative 1: Build Alternative has been selected as the preferred alternative. The project will provide a critical link over State Route 168 for all bicyclists and pedestrians using the overall Enterprise Canal Trail system, as well as access to the future Sierra Gateway Trail System leading to northeast Clovis.

1.6 Standard Measures and Best Management Practices Included in the Project

Best management practices for air quality and greenhouse gas emissions include:

- **Dust and Particulate Matter**
 - Prepare and implement a Fugitive Dust Control Plan.
 - All disturbed areas, including storage piles, which are not being actively used for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
 - All on-site unpaved roads/access areas and off-site unpaved access roads/areas shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
 - All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions using application of water or by presoaking.
 - When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and a minimum of 6 inches of freeboard space from the top of the container shall be maintained.
 - All operations shall limit or expeditiously remove the accumulation of mud or dirt (trackout) from adjacent public streets at the end of each workday. Within urban areas, trackout shall be immediately removed when it extends 50 feet or more from the site and at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)

- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions using sufficient water or chemical stabilizer/suppressant, covered with a tarp or other suitable cover, or vegetative ground cover.
- Limit traffic speeds on unpaved areas to 15 miles per hour.
- Ozone and Greenhouse Gas Emissions
 - Alternative-fueled or catalyst-equipped diesel construction equipment shall be used for the project.
 - Idling time shall be reduced by shutting off equipment not in use or by minimizing idling time to 5 minutes maximum (required by California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485).
 - Fossil-fueled equipment shall be replaced by electrically driven equivalents (provided they are not run via a portable generator set).
 - Construction shall be curtailed during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways.
 - Activity management shall be implemented (e.g., rescheduling activities to reduce short-term impacts).
 - Following construction, all fill slopes, temporary impact areas, and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Avoidance and Minimization Measure BIO-1, Table BIO-1a.

Best management practices for hydrology and water quality include:

- Obtain and implement the National Pollutant Discharge Elimination System permit with the associated Stormwater Pollution Prevention Plan.
- Implement appropriate measures to prevent debris, soil, rock, or other material from entering the water. Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas) will be located at least 65 feet from any potential drainages on site.
- Fuels and hazardous materials will not be stored on-site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the spring. If rains

are forecasted during construction, additional erosion and sedimentation control measures will be implemented.

- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in stormwater pollution prevention practices.
- Revegetate disturbed areas in a timely manner to control erosion.

1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act 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 the California Environmental Quality Act, this document may contain references to federal laws and/or regulations (the California Environmental Quality Act, 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 Services – that is, species protected by the Federal Endangered Species Act).

1.8 Permits and Approvals Needed

Table 1-2 provides information regarding the permits, licenses, agreements, and certifications required for the project.

Table 1-2 Permits and Approvals

Agency	Permit, License, Agreement, or Certification	Status
Caltrans	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
Central Valley Regional Water Quality Control Board	National Pollutant Discharge Elimination System Permit – Construction General Permit	Notice of Intent filed upon construction contract award
City of Clovis	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
City of Clovis	Tree Removal Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion
Fresno County	Encroachment Permit	Application to follow approval of Initial Study/Negative Declaration and Categorical Exclusion.

Chapter 2 CEQA Evaluation

2.1 Determining Significance under CEQA

The project is subject to federal as well as City of Clovis and state environmental review requirements because the City of Clovis proposes the use of federal funds from the Federal Highway Administration and/or the project requires an approval from the Federal Highway Administration. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act, as discussed in Section 1.7, above.

The California Environmental Quality Act requires the lead agency (for this project, the lead agency is Caltrans) to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. Each and every significant effect on the environment must be disclosed in the environmental document and mitigated if feasible. If the project has a significant effect on any environmental resource after mitigation, then an Environmental Impact Report must be prepared. This chapter discusses the effects of the project and provides avoidance and minimization measures, where additional clarification on standard practices is beneficial to the understanding of the project.

2.2 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the 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 project as well as the appropriate technical report and no further discussion is included in this document.

2.2.1 Aesthetics

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018, the Environmental Scoping Memorandum dated October 2019, and Figures 2.2.1-1, 2.2.1-2, and 2.2.1-3 showing the three bridge types (following the checklist answers), the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

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

Affected Environment

The hills near the State Route 168/Tollhouse Road interchange are identified as “landscape features” in the City of Clovis General Plan. In addition, the City of Clovis’ greatest natural resource, although outside City of Clovis boundaries, is commonly considered to be the Sierra Nevada, with the foothills beginning east of the City of Clovis limits. The views of these mountains and foothills are visible from the project site on clear days, and the relatively flat topography along State Route 168 allows more direct views.

The major roadways, used by both residents of the City of Clovis and regional commuters, within and adjacent to the project area include State Route 168, North Temperance Avenue, Owens Mountain Parkway, and Tollhouse Road. No officially designated State Scenic Highways or National Scenic Byways are located within the project vicinity. State Route 168 is identified as an eligible State Scenic Highway within the project boundaries; however, it is not officially designated within or adjacent to the project. The nearest designated State Scenic Highway is State Route 65 (beginning near Minkler and extending to the General Grant Grove section of Kings Canyon National Park), approximately 14 miles southeast of the project. The nearest National Scenic Byway is Tioga Road/Big Oak Flat Road, approximately 103 miles north of the project site.

Figure 2.2.1-1 Alignment Option 1, Design Option 1 - Twin Tied Arch Bridge

Alignment Option 1, Design Option 1 - Twin Tied Arch Bridge



**State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-1**

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Figure 2.2.1-2 Alignment Option 1, Design Option 2 - Twin Tower Cable-Stayed Bridge

Alignment Option 1, Design Option 2 - Twin Tower Cable-Stayed Bridge



**State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-2**

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Figure 2.2.1-3 Alignment Option 2, Design Option 3 – Concrete Box Girder Bridge

Alignment Option 2, Design Option 3 - Concrete Box Girder Bridge



**State Route (SR) 168 Enterprise Canal Pedestrian Bridge Project
City of Clovis, CA
Figure 2.2.1-3**

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Sensitive viewing receptors in the vicinity of the project include roadway users, pedestrians, the residences along North Locan Avenue and Goshen Avenue, employees and customers at the commercial areas along Owens Mountain Parkway, and employees and patients at the Clovis Community Hospital complex. Views from the roadways in the project area contain commercial, residential, open space, and the Clovis Community Hospital complex in the middle and foreground, with generally unobstructed views of the foothills and mountains in the background.

Environmental Consequences (Questions a, c, and d in the table)

Construction activities will temporarily affect the visual environment surrounding the project site because construction equipment can block views of the foothills and the valley. However, construction equipment will be removed from the area upon construction completion.

During nighttime work, lighting required for construction will be directed at the area of construction and not the adjacent roadways. One side of State Route 168 will be closed at a time for construction. Therefore, the users of State Route 168 on the other side of the median will experience an increase in light in the area; however, it will not pose a danger to nighttime driving activities. Nighttime construction lighting will be short term (one week [Monday through Friday] of nights, or one weekend).

The project is identified in the City of Clovis General Plan and will be implemented in accordance with the City of Clovis and state regulations and guidelines. In addition, construction activities will comply with federal, state, and local rules and regulations regarding construction and visual resources. Therefore, the project construction activities will not conflict with applicable zoning and other regulations governing scenic quality. Therefore, construction impacts from the project will be less than significant with respect to light and glare.

Upon construction completion, construction staging areas will be restored to conditions similar to existing conditions and landscape trees at the Clovis Community Hospital complex will be replaced. The bridge will partially block views of the foothills for eastbound travelers and the valley for westbound travelers; however, the bridge is anticipated to act as a gateway for the City of Clovis as people enter into the City of Clovis when traveling westbound and when leaving the City of Clovis traveling eastbound on State Route 168 (see Figures 2.2.1-1 through 2.2.1-3).

The project will be made with materials that reduce glare, and the lights installed for pedestrian and bicycle safety will be directed downward and toward the pathway to reduce light pollution. In addition, cyclists riding at night, required to use bicycle headlights, will be similar to the conditions on the existing interchanges, roadways, and existing segments of the Enterprise Canal Trail system. Residents will not experience a noticeable difference in nighttime lights because the existing roadways currently have streetlights.

Drivers on adjacent roadways, and especially on State Route 168, will notice the lighting on the overcrossing, similar to other interchanges in the area. Operational impacts of the project will have a less than significant impact on aesthetics, light, and glare.

Avoidance and Minimization Measures

AES-1: During nighttime work, lighting required for construction will be directed at the area of construction and not the adjacent roadways. Nighttime construction lighting will be short term (one week [Monday through Friday] of nights, or one weekend).

AES-2: Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas, such as construction staging areas, shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix. Invasive exotic plants will be controlled to the maximum extent practicable. Landscape trees at the Clovis Community Hospital complex will be replaced.

AES-3: Materials that reduce glare will be used for the overcrossing, such as matte finishing and low reflective materials. Lighting will be directed downward and toward the pathway.

AES-4: Given that this portion of State Route 168 provides scenic, open views for the commuter, the bridge will serve as a gateway path for commuters traveling westbound, and present a visually appealing bridge along their route. The project will incorporate aesthetic elements for the bridge design that complement the surrounding natural and built landscape. These elements will be reviewed and approved by the City of Clovis and the California Department of Transportation prior to the start of construction.

2.2.2 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 Mini-Preliminary Environmental Analysis Report dated May 2018, the Environmental Scoping Memorandum dated

October 2019, the California Department of Conservation Important Farmland Map dated 2017, and the City of Clovis Williamson Act Lands Map dated 2014, the following determinations have been made:

Question – Would the project:	CEQA Determination
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 for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	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

2.2.3 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 Technical Memorandum dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant 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?	Less Than Significant Impact

Affected Environment

The project lies in the San Joaquin Valley Air Basin. The San Joaquin Valley Air Basin is bounded by the Tehachapi Mountain Range to the south, the San Joaquin Delta to the north, the Sierra Nevada Mountain Range to the east, and lower coastal mountain ranges in the west. The climate consists of hot, dry summers and cool winters.

The project site sits within the San Joaquin Valley Air Pollution Control District. Air quality districts are public health agencies whose mission is to improve the health and quality of life for all residents through effective air quality management strategies. The San Joaquin Valley Air Pollution Control District is responsible for ensuring healthy regional air quality conditions and meeting state and federal health standards to protect human health and natural ecosystems.

The federal Clean Air Act requires the U.S. Environmental Protection Agency to set National Ambient Air Quality Standards for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards are the state equivalent of the National Ambient Air Quality Standards. An air basin is in “attainment” (compliance) when the levels of the pollutant in that air basin are below National Ambient Air Quality Standards and California Ambient Air Quality Standards thresholds.

Table 2.2.3-1 provides information on the National Ambient Air Quality Standards, and Table 2.2.3-2 provides information on the California Ambient Air Quality Standards. In the tables, ppm stands for parts per million; ppb stands for parts per billion; and µg/m³ stands for micrograms per cubic meter.

Table 2.2.3-1 National Ambient Air Quality Standards

Pollutant	Standard Type	Averaging Time	Concentration Threshold	Form
Carbon monoxide (CO)	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
Carbon monoxide (CO)	Primary	1 hour	35 ppm	Not to be exceeded more than once per year
Lead (Pb)	Primary and secondary	Rolling 3-month average	0.15 µg/m ³	Not to be exceeded
Nitrogen dioxide (NO ₂)	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
Nitrogen dioxide (NO ₂)	Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O ₂)	Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter (PM) 2.5 (PM _{2.5})	Primary	1 year	12.0 µg/m ³	Annual mean, averaged over 3 years
Particulate Matter (PM) 2.5 (PM _{2.5})	Secondary	1 year	15.0 µg/m ³	Annual mean, averaged over 3 years
Particulate Matter (PM) 2.5 (PM _{2.5})	Primary and secondary	24 hours	35 µg/m ³	98th percentile, averaged over 3 years
PM ₁₀	Primary and secondary	24 hours	150 µg/m ³	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO ₂)	Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
Sulfur dioxide (SO ₂)	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: Dewberry, 2022.

Table 2.2.3-2 California Ambient Air Quality Standards

Pollutant	Averaging Time	Concentration Threshold
Carbon monoxide (CO)	8 hours	0.09 ppm
Carbon monoxide (CO)	1 hour	0.070 ppm
Lead (Pb)	1.5	0.15 µg/m ³
Nitrogen dioxide (NO ₂)	1 hour	0.18 ppm
Nitrogen dioxide (NO ₂)	Annual arithmetic mean	0.030 ppm
Ozone (O ₂)	8 hours	0.09 ppm
Ozone (O ₂)	1 hour	0.070 ppm
Particulate Matter _{2.5} (PM _{2.5})	Annual arithmetic mean	12.0 µg/m ³
PM ₁₀	24 hours	50 µg/m ³
PM ₁₀	Annual arithmetic mean	20 µg/m ³
Sulfur dioxide (SO ₂)	1 hour	0.25 ppm
Sulfur dioxide (SO ₂)	24 hours	0.04 ppm
Visibility-reducing particles	9 hours	Extinction of 0.23 per kilometer
Sulfates	24 hours	25 µg/m ³
Hydrogen sulfide	1 hour	0.03 ppm
Vinyl chloride	24 hours	0.01 ppm

Source: Dewberry, 2022.

The project site is in an area that is currently in federal non-attainment for ozone (8-hour) and particulate matter 2.5 microns or less in diameter (PM_{2.5}). The site is also in an area that is currently in state non-attainment for ozone, PM_{2.5}, and PM₁₀. As shown in Table 2.2.3-3, the San Joaquin Valley Air Pollution Control District has prepared the following plans to address regional non-attainment of criteria pollutant standards.

Table 2.2.3-3 San Joaquin Valley Air Pollution Control District Plans

Plan Title	Applicable Standard
2005 CO Re-designation Request and Maintenance Plan	8-Hour CO NAAQS (1971)
2007 PM ₁₀ Maintenance Plan	24-Hour PM ₁₀ NAAQS (2006)
2012 PM _{2.5} Plan	24-Hour PM _{2.5} NAAQS (2006)
2013 Plan for the Revoked 1-Hour Ozone Standard	1-Hour O ₃ NAAQS (Revoked 2005)
2015 Plan for the 1997 PM _{2.5} Standard	24-Hour and Annual PM _{2.5} NAAQS (1997)
2016 Ozone Plan for the 2008 8-Hour Ozone Standard	8-Hour O ₃ NAAQS (2008)
2016 Moderate Area Plan for the 2012 PM _{2.5} Standard	24-Hour and Annual PM _{2.5} NAAQS (2012)

Source: Dewberry, 2022.

Sensitive Receptors

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be

aggravated by exposure to diesel particulate matter. Sensitive receptors within close proximity of the project include the following:

- Medical offices (Clovis Community Hospital complex), the closest building is approximately 65 feet southwest of the project study area.
- Single-family homes, the closest of which is on Locan Avenue and is approximately 60 feet southeast of the project study area.
- Pre-School/Daycare facility (Kids Kare Owens Ranch) on Owens Mountain Parkway, west of Enterprise Canal, approximately 430 feet northwest of the project study area.

Environmental Consequences (Questions a, b, c, and d in the table)

The main source of air pollution for the project will occur as a result of construction activities and construction-related vehicle emissions. The project is in an area of federal non-attainment for ozone and PM_{2.5}, and state non-attainment for ozone, PM_{2.5}, and PM₁₀. Under guidance from the City of Clovis and Caltrans, construction emissions were estimated using the Road Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District, which is the accepted model for roadway projects throughout California. For the purpose of this analysis, it was assumed that construction will last 21 months for modeling purposes, the total project area will be a total of 8 acres, and the maximum area disturbed per day will be 8 acres. It was also assumed that all on-road equipment used for the project will be year 2010 or newer models, and all construction equipment will meet California Air Resources Board Tier 4 requirements for off-road equipment. Estimated criteria air pollutant emissions generated by the project's construction and the applicable San Joaquin Valley Air Pollution Control District emissions thresholds are provided in Table 2.2.3-4. The project will not exceed the San Joaquin Valley Air Pollution Control District thresholds for emissions during construction. In addition, construction activities will be temporary, lasting approximately 21 months, and will cease upon construction completion.

Table 2.2.3-4 Construction Emissions Predictions Summary

Pollutants	Project Construction Emissions: Tons Per Construction Period	Project Construction Emissions: Tons Per Year	San Joaquin Valley Air Pollution Control District Significance Thresholds (Tons Per Year)
NO _x	2.65	1.51	10
ROG	1.02	0.58	10
PM ₁₀	15.86	9.06	15
PM _{2.5}	3.38	1.93	15
CO	19.70	11.26	100
SO _x	0.04	0.02	27

Source: Dewberry, 2022.

In Table 2.2.3-4, the conversions are based on 1 ton per 21 months equals 0.047 tons per month, which equals 0.57 tons per year. Emissions are rounded to the nearest hundredth.

The best management practices listed in Section 1.6 will be implemented to further minimize construction emissions. The sensitive receptors in the vicinity of the project site will experience a brief exposure period, no more than 24 months. This exposure period is less than the two-year exposure period typically assumed for health risk analysis for small construction projects and the three-year exposure period assumed for PM10 and carbon dioxide hotspot analysis.

The project will comply with the San Joaquin Valley Air Pollution Control District's rules and regulations and will implement construction best management practices, as described in Section 1.6. This will minimize construction-related emissions, which will not exceed the San Joaquin Valley Air Pollution Control District's thresholds as shown in Table 2.2.3-4. Therefore, the project will not conflict with or obstruct implementation of a City of Clovis, County, or San Joaquin Valley Air Pollution Control District air quality management plan, nor state goals and regulations. This impact is considered less than significant.

Project-related odor emissions will be mostly limited to the construction period. Odors will be generated from vehicles and/or equipment exhaust emissions during construction, and may be unpleasant in the immediately surrounding areas. Such odors will be temporary and will cease at the end of each workday (equipment exhaust), or upon completion of a construction phase (paving). Therefore, odors will not affect a substantial number of people for an extended period of time.

Operations of the project will not increase automobile capacity or create other permanent new sources of emissions. The project will encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City of Clovis. Therefore, the project's operations will not conflict with or obstruct implementation of an applicable air quality plan, will not exceed air quality emissions thresholds, will not create a permanent increase in air pollutant emissions for sensitive receptors, or create any additional long-term air quality emissions or odors beyond what currently exists from the existing Enterprise Canal Trail, roadways, and land uses in the project vicinity. Impacts will be less than significant.

2.2.4 Biological Resources

Considering the information in the Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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?	No 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?	Less Than Significant 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

Affected Environment

The biological study area is heavily disturbed and consists mostly of ruderal grassland, but also includes a small portion of pasture in the north, the State Route 168 corridor, and the Enterprise Canal; no natural communities are present. Aquatic features in the biological study area are limited to the Enterprise Canal, which flows northwesterly and is mostly concrete lined within the biological study area. The topography of the project site is relatively flat, sloping gently east to west and ranging from 390 to 395 feet above mean sea level.

Surveys and Record Searches

A general biological survey of the biological study area was conducted on foot by a certified biologist in September 2016. The naturally occurring vegetation in the biological study area was classified according to the California Native Plant Society's *A Manual of California Vegetation, Second Edition*. Dewberry conducted a site visit on November 2, 2022, to survey the revised biological study area.

Species lists were obtained from the U.S. Fish and Wildlife Service Information for Planning and Consultation website, the California Natural Diversity Database, and the California Native Plant Society Online Inventory.

Habitat Types

While no natural communities occur within the biological study area, other habitat types not considered natural include ruderal grassland, open water, pasture, and developed. Habitat types in the biological study area are summarized in Table 2.2.4-1.

Table 2.2.4-1 Natural Communities and Other Habitat Types in the Biological Study Area

Habitat Types	Acres
Natural Communities—None	0
Other Habitat Types—Ruderal Grassland	7.07
Other Habitat Types—Open Water (Enterprise Canal)	0.75
Other Habitat Types—Pasture	1.27
Other Habitat Types—Developed	5.02
Total of All Habitat Types	14.11

Source: LSA Associates, 2017.

Ruderal Grassland

The ruderal grassland community is likely a former natural community that has been subject to regular disturbance and now has a large component of ruderal (weedy) species. The vegetation that grows in these areas are plant species that are able to quickly colonize and can grow in poor soil and in soil that is often disturbed. In the biological study area, ruderal grassland totals 7.07 acres and occurs north of State Route 168 and in the median. Dominant plant species include wild oats (*Avena fatua*), field mustard (*Brassica rapa*), and San Joaquin tarweed (*Holocarpha obconica*). Also present are Russian thistle (*Salsola tragus*), curly dock (*Rumex crispus*), Italian ryegrass (*Festuca perennis*), foxtail barley (*Hordeum murinum leporidum*), ripgut brome (*Bromus diandrus*), and soft chess brome (*Bromus hordeaceus*).

The ruderal grassland community provides marginally suitable burrow and foraging habitat for the western burrowing owl (*Athene cunicularia*), suitable foraging habitat for the Swainson's hawk (*Buteo swainsoni*), and suitable nesting and foraging habitat for the California horned lark (*Eremiphila alpestrisactia*).

Open Water

The open water community within the biological study area consists of the Enterprise Canal. While open water is normally considered a natural community, the Enterprise Canal is an agricultural irrigation canal that functions and operates under strict management. Open water totals 0.75 acre within the biological study area.

Pasture

Pastureland, totaling 1.27 acres, is at the north end of the biological study area. The dominant plants in the community are wild oats, ripgut brome, and soft chess.

Developed Areas

The developed areas in the biological study area, totaling 5.02 acres, consist mainly of State Route 168 and the Enterprise Canal levees. A section of the Clovis Community Hospital complex is also present in the south end of the biological study area.

Plant and Wildlife Species

Plant Species

No state or federally listed, or proposed for listing, plant species occur in the biological study area. Many non-native species have been part of the California landscape for the past 150 years. The biological study area supports noxious weed species, including slender wild oats, ripgut brome, soft chess brome, yellow star thistle (*Centaurea solstitialis*), field bindweed (*Convolvulus arvensis*), Mediterranean mustard (*Hirschfeldia incana*), Italian ryegrass, Russian thistle, rose clover (*Trifolium hirtum*), and rattail fescue (*Vulpia myuros*). While most of these species are moderately invasive, one seriously invasive species—yellow star thistle—was found in the biological study area.

Wildlife Species

Three special-status wildlife species have the potential to occur within the biological study area: western burrowing owl, Swainson's hawk, and California horned lark.

Mammals observed during the September 2016 survey include the California ground squirrel (*Otospermophilus beecheyi*) and cottontail rabbit (*Sylvilagus* sp.). Other common species likely to occur in the biological study area are the coyote (*Canis latrans*), raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), and opossum (*Didelphis virginiana*). No additional species were observed in 2022.

Bird species observed during the September 2016 survey include the mourning dove (*Zenaida macroura*), western scrub jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos*), and barn swallow (*Hirundo rustica*). These species were either observed overhead or within trees directly in or adjacent to the biological study area. Other common bird species expected to occur in the biological study area are the red-shouldered hawk (*Buteo lineatus*), band-tailed pigeon (*Columba fasciata*), western bluebird (*Sialia mexicana*), European starling (*Sturnus vulgaris*), rock pigeon (*Columba livia*), American robin (*Turdus migratorius*), wild turkey (*Meleagris gallopavo*), and northern mockingbird (*Mimus polyglottos*). Several ground squirrel burrows of suitable size, piles of dirt, and debris were observed in the

ruderal grassland but no sign of western burrowing owl presence (such as whitewash, prey remains, etc.) was observed. No additional species were observed in 2022.

No amphibians or reptiles were observed during the September 2016 survey. Amphibian species likely to occur in the biological study area are the Pacific tree frog (*Pseudacris regilla*) and California toad (*Anaxyrus boreas halophilus*). Reptile species likely to occur in the biological study area are the western terrestrial garter snake (*Thamnophis elegans elegans*), western rattlesnake (*Crotalus oreganus*), common gopher snake (*Pituophis catenifer*), and western fence lizard (*Sceloporus occidentalis*). No additional species were observed in 2022.

Migration Corridor

Wildlife movement corridors are linear habitats that function to connect two or more areas of significant wildlife habitat. These corridors may function on a local level as links between small habitat patches (such as streams in urban settings) or may provide critical connections between regionally significant habitats (such as deer movement corridors). Wildlife corridors typically include vegetation and topography that facilitate the movements of wild animals from one area of suitable habitat to another to fulfill foraging, breeding, and territorial needs. These corridors often provide cover and protection from predators that may be lacking in surrounding habitats. Wildlife corridors generally include riparian zones and similar linear expanses of contiguous habitat.

The Enterprise Canal provides a minimally suitable migration corridor for wildlife. The canal levees provide a corridor for wildlife; however, the lack of vegetation, along with the State Route 168 crossing, reduces the likelihood of wildlife using the levees.

Aquatic Resources

The Enterprise Canal, totaling 0.75 acre, is the only aquatic feature within the biological study area. The Enterprise Canal flows northwesterly and is mostly concrete lined in the biological study area. The sections that are not concrete lined have mostly unvegetated, steep banks that appear to be maintained regularly via herbicide treatment. The section of the Enterprise Canal in the biological study area is a potential waters of the State or United States; however, it does not support wetlands.

Two other potential aquatic features—a Caltrans detention basin and roadside swales along State Route 168—were also evaluated; however, they were both determined not to support wetlands nor have a discernable ordinary high water mark. Therefore, they are not considered aquatic features for the purposes of the project.

Environmental Consequences (Questions a and d in table)

No state or federally listed or proposed plant species occur in the biological study area; therefore, no impacts will occur as a result of implementing the project. The project has the potential to affect three special-status wildlife species: western burrowing owl, Swainson's hawk, and California horned lark.

The ruderal grassland community provides marginally suitable burrow and foraging habitat for western burrowing owls, suitable foraging habitat for the Swainson's hawk, and suitable nesting and foraging habitat for the California horned lark. Several ground squirrel burrows of suitable size, piles of dirt, and debris were observed in the ruderal grassland; however, no signs of western burrowing owl presence (such as whitewash, prey remains, etc.) were observed. No additional species were observed in 2022. Impacts are considered less than significant. The project will implement standard best management practices for species, such as preconstruction surveys.

Disturbance of migratory birds during their nesting season (February 1 to August 31) could result in "take," which is prohibited under the Migratory Bird Treaty Act and Section 3513 of the California Fish and Game Code. The Fish and Game Code (Section 3503) also prohibits take or destruction of bird nests or eggs. Trees and shrubs in and adjacent to the project area could provide nesting or resting areas for migratory birds. The project will implement standard best management practices for migratory birds, such as preconstruction surveys. Impacts are considered less than significant.

During construction, the noise of the construction equipment could potentially deter wildlife from using the area, especially the Enterprise Canal and levees, for movement. However, construction activities will be temporary and activity will cease upon completion. Upon construction completion, the project will not change the use of the existing canal levees north and south of State Route 168, nor will it change the migration barrier that currently exists. Impacts are considered less than significant in this regard.

Avoidance and Minimization Measures

BIO-1: The following measures shall be implemented to reduce potential impacts to western burrowing owls:

- Preconstruction surveys for the western burrowing owl shall be conducted by a qualified biologist in accordance with California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation.
- If no burrowing owls are detected during the preconstruction survey, no further action is required.
- If burrowing owls are identified during the preconstruction survey, passive exclusion shall be implemented per California Department of Fish and Wildlife's 2012 Staff Report on Burrowing Owl Mitigation (including

avoidance of occupied burrows during the breeding season from February 1 to August 31).

- Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Table BIO-1a. Invasive exotic plants will be controlled to the maximum extent practicable.

Table BIO-1a. Native Species Seed Mix

Scientific Name	Common Name	Rate (Pounds Per Acre)	Minimum Percent Germination
<i>Artemisia douglasiana</i>	Mugwort	2.0	50
<i>Bromus carinatus</i>	California brome	5.0	85
<i>Elymus trachycaulus</i>	Slender wheatgrass	2.0	60
<i>Elymus X triticum</i>	Regreen	10.0	80
<i>Eschscholzia californica</i>	California poppy	2.0	70
<i>Hordeum brachyantherum</i>	California barley	2.0	80
<i>Lupinus bicolor</i>	Bicolored lupine	4.0	80

Source: LSA Associates, 2017.

BIO-2: The following measures shall be implemented to reduce potential impacts to the Swainson's hawk:

- If work begins between February 1 and August 31, preconstruction surveys for Swainson's hawks shall be conducted by a qualified biologist in accordance with the Swainson's Hawk Technical Advisory Committee's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley.
- If nesting Swainson's hawks are found within the survey area, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. The California Department of Fish and Wildlife shall be contacted to review the evaluation and determine if the project can proceed without adversely affecting nesting activities. The California Department of Fish and Wildlife shall also be consulted to establish protection measures such as buffers. Disturbance of active nests shall be avoided until it is determined by a qualified biologist that nesting is complete and the young have fledged, or that the nest has failed. If work is allowed to proceed, at a minimum, a qualified biologist shall be on-site during the start of construction activities during the nesting season to monitor nesting activity. The monitor shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.
- Worker environmental awareness training will be conducted by a qualified biologist for all construction personnel. This training instructs workers to recognize Swainson's hawks and their habitat(s).

- Brightly colored Environmentally Sensitive Area fencing (high-visibility fencing) shall be placed along the limits of work to prevent unnecessary encroachment into adjacent areas. Fencing shall be maintained in good condition, inspected weekly, for the duration of construction activities.
- Following construction, all fill slopes, temporary impact and/or otherwise disturbed areas shall be restored to preconstruction contours (if necessary) and revegetated with the native seed mix specified in Table BIO-1a. Invasive exotic plants will be controlled to the maximum extent practicable.

BIO-3: The following measures shall be implemented to reduce potential impacts to the California horned lark:

- If construction begins during the nesting season (February 1 to August 31), a survey for nesting California horned larks shall be conducted within the biological study area by a qualified biologist. The survey shall be conducted a maximum of 14 days prior to the start of construction.
- If nesting California horned larks are found within 100 feet of the project footprint during the survey, an initial setback of 100 feet from nesting areas shall be established and protected with Environmentally Sensitive Area fencing (high-visibility fencing). Environmentally Sensitive Area fencing shall be maintained, and inspected weekly, during the nesting season until construction is complete or the young have fledged, as determined by a qualified biologist.
- A qualified biologist shall evaluate the potential for the work to disturb nesting activities considering the 100-foot setback. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest, the distance of the nest to the work limits, the line of sight between the nest and the work limits, and the description of the work.
- If the qualified biologist determines that the setback can be reduced, initial construction activities in the vicinity of the nest shall be monitored by a qualified biologist. If the biologist determines nesting is not affected by construction activities with the reduced setback, work can proceed. If it is determined that construction activities are adversely affecting the nesting birds with the reduced setback, all construction within 100 feet of a nest shall be halted until the biologist can establish an appropriate setback.
- Worker environmental awareness training shall be conducted by a qualified biologist for all construction personnel. The training shall instruct workers about the purpose of Environmentally Sensitive Area fencing (high-visibility fencing) and the resources being protected.

BIO-4: The following seasonal work restrictions will be implemented during construction to minimize the potential take of nesting birds:

- If work must begin during the nesting season (February 1 to August 31), a qualified biologist shall survey all suitable nesting habitat in the biological study area for presence of nesting birds. This survey shall occur no more than 10 days prior to the start of construction. If no nesting activity is observed, work may proceed as planned. If an active nest is discovered, a qualified biologist shall evaluate the potential for the project to disturb nesting activities. The evaluation criteria shall include, but are not limited to, the location/orientation of the nest in the nest tree, the distance of the nest from the biological study area, and line of sight between the nest and the biological study area.
- The California Department of Fish and Wildlife shall be contacted if it is determined the project will adversely affect nesting activities.
- If nesting birds are found, a qualified biologist shall be on-site weekly during construction activities to monitor nesting activity. The biologist shall have the authority to stop work if it is determined the project is adversely affecting nesting activities.

2.2.5 Cultural Resources

Considering the information in the Historic Property Survey Report and associated Archaeological Survey Report, dated July 2017, and Supplemental Historic Property Survey Report, Supplemental Archaeological Survey Report and the Finding of No Adverse Effect, dated June 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

Affected Environment

“Cultural resource” is a broad term that includes prehistoric, historic, and traditional cultural properties that reflect the physical evidence of past human activity across the landscape. Cultural resources, along with prehistoric and historic human remains and associated grave goods, must be considered under various federal, state, and local regulations, including the California Environmental Quality Act and National Historic Preservation Act of 1966. Cultural resources that are listed on, or eligible for inclusion in, the National Register of Historic Places are also considered eligible for listing in the California Register of Historical Resources.

Record Searches

A literature search conducted by staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Inventory System was completed on October 26, 2016. A second literature search was conducted by the staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Inventory System in October 2022. The record search area encompassed the project area of potential effects and a 1/4-mile radius buffer (study area). The results of the record searches identified six cultural resources within the record search radius. In addition, the Southern San Joaquin Valley Information Center identified a segment of the C.Todd Clark Residence (P-10-5017), C.Todd Clark Farm Complex (P-10-5820) and Enterprise Canal (P-10-5934), as within the area of potential effects.

Pedestrian Surveys

A pedestrian (walk on foot) survey of the project area was conducted on November 13, 2016 for all undeveloped ground surface areas within the original area of potential effects boundaries. No archaeological resources, historic or prehistoric, were observed during the survey.

A second pedestrian survey was conducted on November 20, 2022 within the revised area of potential effects boundaries. During the survey, all areas that were not paved were surveyed in 5-meter-wide transects for cultural constituents. Constraints to the survey included urban hardscape and safety considerations given the proximity of the highway. No cultural constituents were encountered during the survey. No human or faunal remains, no prehistoric or historic artifacts (50 years or older), and no midden soils suggestive of human occupation were encountered.

A third pedestrian survey, focused on the built environment, was conducted on May 3, 2023. One historical resource—the Enterprise Canal—is within the area of potential effects and is assumed eligible for the purposes of this project with the Cultural Study Office concurrence.

Environment and Landscape

The landscape of the project area is characterized as a broad, low-relief alluvial plain, with an elevation of 345 feet above mean sea level, gradually declining northward to approximately 108 feet near the point at which Fresno, Madera, and Merced counties all meet. Wide and low-gradient alluvial fans form a piedmont zone at the eastern side of the valley where it borders the Sierra Nevada Mountains. To the west, alluvial fans originating in the Coast Range are in comparison short and steep. The two sets of fans cause the San Joaquin River to flow in an offset course to the west, as the waters are directed away from the valley's center by the Sierra Nevada alluvial deposits.

Geologic mapping shows the entire project area of potential effects within the middle Pleistocene Riverbank Formation, which is estimated to be between

130,000 and 450,000 years old. Sediments consist of older and younger gravels from Riverbank depositions, in addition to alluvial silts that grade upward. The unit is capped by sands having a cobble conglomerate at the top. There are three members of the Riverbank Formation, but the lowest unit is not found near the area of potential effects.

Ethnography

Historically, the Yokuts people collectively inhabited the San Joaquin Valley as well as the eastern foothills of the Sierra Nevada from the Calaveras River southward to the Kern River. Ethnographers and linguists have traditionally divided Yokuts into three geographic groups, based on linguistic similarities and differences: Northern Valley, Southern Valley, and Foothill. The area of potential effects is somewhat closer to the area historically occupied by the Northern Valley Yokuts according to Kroeber, who suggested that they lived along the San Joaquin River. The territory of the northern Yokuts tribes extended southward from the Calaveras River to the upper San Joaquin River and from the crest of the Coast (Diablo) Range east to the Sierra Nevada foothills.

The Northern Valley Yokuts consisted of 11 or more tribes, each containing 300 or so people. Most members lived within a single settlement that often had the same name as the political unit. These were generally established on low rises along the major watercourses. The eastern side of the San Joaquin River was more heavily populated than the land to the west of the river, due to greater water availability. A village generally contained at least three types of structures—oval single-family dwellings made of tule, ceremonial chambers, and sweathouses.

The fundamental economy of the Yokuts was subsistence fishing, hunting, and collecting plant foods. Acorns, collected in the fall and then stored in granaries, were a staple food. During the fall and spring runs, salmon was a dietary mainstay. Wildfowl, such as geese and ducks, were also an important staple. Additional dietary plant parts included seeds, berries and tule roots. Large game included deer, elk, antelope, and black bears.

A wide variety of tools, implements, and enclosures were used by the Northern Valley Yokuts to gather, collect, and process food resources. These included bow and arrows, nets, traps, slings, and blinds for hunting land mammals and birds; also used were harpoons, hooks, and nets, as well as tule rafts. Sharpened digging sticks and woven tools (seed beaters, burden baskets, and carrying nets) were used to collect plant resources and a variety of implements (stone mortars and pestles, bedrock and portable mortars, stone knives, and bone tools) were used for processing resources. The Northern Valley Yokuts traded with neighboring groups for bows and arrows, baskets, shell ornaments and beads, obsidian, and mussels and abalone.

The San Joaquin Valley was never settled during the Spanish and Mexican periods, but influences from the coastal missions and presidios were felt

inland by the late 1700s. By 1805, Northern Valley Yokuts were transported to the San José, Santa Clara, Soledad, San Juan Bautista, and San Antonio missions that were established during the Spanish era. Later, disease and military raids claimed many lives during the Mexican period, followed by displacement during the early American Period by gold seekers and farmers.

Prehistoric Setting

Paleoindian and Lower Archaic Periods (11,500-5,550 CAL B.C.)

Few archaeological sites that predate 5,000 years ago have been discovered in the region. Near the end of the Pleistocene (approximately 9,050 cal B.C.) and during the early Middle Holocene (approximately 5,550 cal B.C.), there were periods of climate change and associated alluvial deposition throughout the central California lowlands. Recent geoarchaeological studies have verified that large segments of the Late Pleistocene landscape were removed or buried by periodic episodes of deposition or erosion during the Middle Holocene. This confirms hypotheses that Paleoindian and Lower Archaic sites were buried during the last 5,000 to 6,000 years by deposits of Holocene alluvium up to 10 meters thick along the lower stretches of the Sacramento River and San Joaquin River drainage systems.

Archaeological evidence for the Paleoindian Period is scant, composed mostly of fluted projectile points. The Lower Archaic Period is also mainly represented by isolated finds, such as at the Tulare Lake basin in the southern San Joaquin Valley. As a consequence of the natural alluvial deposition processes, only one site on the valley floor has produced cultural material dating to this period, and featured stone tools, remains of birds, fish and shellfish but no plant remains or milling tools. At two Lower Archaic Period sites in the foothills of Calaveras County, abundant handstones and milling slabs have been recovered.

Middle Archaic Period (5,550-550 CAL B.C.)

Middle Archaic Period archaeological sites are more common in the foothills, particularly in buried contexts between circa 4,050 and 2,050 cal B.C., and are relatively scarce on the valley floor due to burial by natural processes. The change in climate and rising sea levels at the start of the Middle Holocene led to the development of the extensive marshland known as the Sacramento–San Joaquin Delta.

The archaeological record indicates groups followed a seasonal foraging strategy and exploited a wide range of natural resources, including a variety of large and small mammals, fish, waterfowl, and plant resources. It is also likely that groups occupied higher elevations in the summer and shifted to lower elevations during the winter, and that residential stability along river corridors within the Central Valley increased during this period. Faunal remains recovered from Middle Archaic sites include tule elk, deer, pronghorn, and rabbits, while fish remains include salmon, sturgeon, and

smaller fishes. Seeds or acorns also formed an important part of the diet during this period, and milling implements found at sites include grinding slabs and handstones, as well as mortars and pestles.

Spears, angling hooks, composite bone hooks, and baked clay artifacts that may have been used as net or line sinkers represent the variety of fishing implements found at sites dating to this period. Other baked clay items include pipes and discoids, as well as cooking “stones.” Impressions of twined basketry, bone tools, shell beads, and ground and polished charmstones have also been recovered. A variety of grave goods accompanied burials in cemetery areas, which were separate from habitation areas.

The presence during the Middle Archaic of an established trade network is indicated by a variety of exotic cultural materials, including obsidian tools, quartz crystals, and Olivella shell beads.

Upper Archaic Period (550 CAL B.C.-CAL A.D. 1100)

The Upper Archaic Period features more specialized technology, with innovations and new types of bone tools, Olivella shell beads, Haliotis ornaments, charmstones, and ceremonial blades. An abundance of grinding tools (mortars and pestles) and plant remains, accompanied by a decrease in slab milling stones and handstones, indicates a shift to a greater reliance on acorns as a dietary staple during the Upper Archaic Period.

A wide variety of natural resources were exploited during this period. Subsistence strategies varied regionally, focusing on seasonally available resources suited for harvesting in bulk, such as salmon, shellfish, deer, rabbits, and acorns. Numerous large shell mounds dating to this period are located near freshwater or saltwater and indicate exploitation of aquatic resources was relatively intensive. The accumulations of cultural debris and habitation features, such as rock-lined ovens, house floors, burials, hearths, and fire-cracked rock, reflect long-term residential occupation.

In the western margins of the San Joaquin Valley, discrete cemeteries date to the Upper Archaic Period. In the southern San Joaquin Valley, villages on the shores of Buena Vista Lake were occupied year-round. Trade in marine shell beads and obsidian, among other items, continued to be important.

Emergent/Late Prehistoric Period (CAL A.D. 1100-Historic Contact)

The archaeological record in the Central Valley for the Emergent or Late Prehistoric Period documents an increase in the diversity and number of artifacts and in the number of archaeological sites. Along with an increase in sedentism (living in one place for a long time) and population that led to the development of social stratification, with an elaborate ceremonial and social organization, a number of cultural innovations shaped the Emergent Period. These include the introduction of the bow and arrow and more diverse fishing equipment (bone fish hooks, harpoons, and gorge hooks). Fishing, hunting,

and gathering plant foods continue as the emphasis of subsistence practices, including intensive harvesting of acorns and an increased focus on fishing. Hopper mortars and shaped mortars and pestles, as well as bone awls used for producing coiled baskets, are common. Locally made Cosumnes Brownware has been recovered from some sites in the lower Sacramento Valley, while pottery in the Tulare basin was obtained through trade. Baked clay balls, probably used for cooking in the absence of stone, remain common.

Ceremonial and ritual items include flanged tubular pipes and baked clay effigies representing humans and animals. Clamshell disk beads were used as currency and accompanied the development of extensive exchange networks. Mortuary practices included flexed burials, the cremation of high-status individuals, and pre-interment burning of offerings in grave pits. Overall, the cultural patterns known from historic period Native American groups inhabiting the Central Valley are reflected in the subsistence and land use patterns practiced during the Emergent Period.

Local History

Fresno County was formed in 1856 from parts of Mariposa, Merced, and Tulare counties. Fresno is Spanish for “ash tree,” and it received the name in recognition of the abundance of the shrubby local Ash, *Fraxinus dipetala*, growing along the San Joaquin River.

Beginning with the 1850s Gold Rush, timber became an important economic resource for the county. The county’s first sawmill was constructed in the foothill mining district. Placer mining camps developed along the upper Fresno and San Joaquin rivers. By the late 1870s, a stage road that passed through Fresno Flats and Coarsegold had been constructed from Madera to Yosemite Valley.

After the Southern Pacific line of the Central Pacific Railroad was completed through the county in 1872, the ability to transport lumber long distances further fueled the regional economy. To meet the demand for lumber, and to facilitate the transportation of cut trees to the railroad, a 63-mile flume was constructed. During the 1880s, residents brought irrigation, electricity, and extensive agriculture to the Fresno area. Moses Church developed the first canals, called “Church Ditches,” for irrigation. These canals allowed extensive cultivation of wheat. Francis Eisen, leader of the wine industry in Fresno County, also began the raisin industry in 1875. A.Y. Easterby and Clovis Cole (also known as the “Wheat King of the Nation”) developed extensive grain and cattle ranches. In more recent times, cotton became a major crop in Fresno and the southern San Joaquin Valley, but recent drought and lower demand have lessened cotton’s importance to the local economy. The discovery of oil in the western part of the county, near the town of Coalinga at the foot of the Coast Ranges, brought about an economic boom in the 1900s. By 1910, Coalinga Oil Field was the most productive oil field in California.

Clovis began in 1881, as a conscious effort by residents of Fresno. These people raised the sum of \$100,000 to build a freight stop along the San Joaquin Valley Railroad to bring products from the eastern part of the valley onward. Clovis became an important lumber milling center, which brought with it jobs, retail and other businesses. The town was incorporated in 1912. Clovis founder Marcus Pollasky proposed that the railroad should go through the area and was instrumental in raising funds for the Clovis rail stop. The keys to Clovis' growth were both the railroad and a 42-mile-long log flume, the Shaver Lake (or Fresno Lumber) Flume, which led down from the Sierra Nevada Mountains at Shaver Lake toward Clovis.

Project Area History

Aerial photographs going back to 1962 and historic topographic maps dating back to 1923 show the area of potential effects as rural and occupied by farms although, in recent years, surrounding areas have been developed with large roads and suburban housing tracts. The biggest recent changes to the area of potential effects were the construction of State Route 168 between 1998 and 2002, along the right-of-way formerly occupied by Tollhouse Road, the development of the Clovis Research and Technology Park at the eastern boundary of the area of potential effects around 1998, and the construction of the Clovis Community Hospital complex to the south of the area of potential effects around 1988.

Historically, the area of potential effects was occupied by a portion of the 3,200-acre ranch belonging to the Wesley Potter family. Potter, like other ranchers of the area in this period, was a shepherd and claimed the land in the 1870s. However, the nature of Potter's agricultural business changed after 1875, when the then-newly built Enterprise Canal changed hands due to a water rights lawsuit won by the Fresno Canal and Irrigation Company. The latter company leased irrigation rights to the landowners along the route of the Enterprise Canal. Access to water made it possible for Potter and others to switch from raising sheep on the dry plain to growing grain and grapes for raisins, in addition to planting fruit orchards.

In the early 1900s, Potter started leasing his property and, by 1913, had either sold his lands or deeded them to his wife and daughters. The economy of this area also changed toward the end of the nineteenth century after the construction of the Fresno Lumber Flume, whose operation required substantial manpower to clear log jams and repair the constantly leaking structure. On the north side of what is now State Route 168, an earlier cultural resources study discovered the remains of the Reverend C. Todd Clark farm complex, adjacent to the project's area of potential effects. Clark married one of Potter's daughters and moved into the home in 1920. The family farm produced a variety of fruits and raised livestock. Irrigation water for their, as well as the Potter, farm was taken from the nearby Enterprise Canal.

The Enterprise Canal is 36.5 miles long and sits within the cities of Fresno and Clovis in Fresno County. It was constructed in multiple stages beginning in the late nineteenth century to irrigate agricultural land in the northeast areas of Fresno and Clovis. The head gate is located on the Gould Canal, which is near central Fresno and is fed from the Kings River. The Enterprise Canal empties into Herndon Canal in north Fresno.

The Enterprise Canal is currently part of the Fresno Irrigation District. The earliest known parent company to construct the Enterprise Canal was the Enterprise Canal Company, which eventually sold the canal to the Fresno Canal Irrigation Company (also known as the Fresno Canal and Land Corporation), which became the Fresno Irrigation District in 1921.

Environmental Consequences (Questions a, b, and c in the table)

Substantial adverse change in the significance of a historical resource means the physical demolition, destruction, relocation, or alteration of the resource, or its immediate surroundings, such that the significance will be materially impaired. The C. Todd Clark Residence (P-10-5017) and C. Todd Clark Farm Complex (P-10-5820) were identified by the Southern San Joaquin Valley Information Center as within the area of potential effects. However, the C. Todd Clark Residence (P-10-5017) is included as part of the C. Todd Clark Farm Complex (P-10-5820), and the location for C. Todd Clark Residence (P-10-5017) is incorrectly mapped on the Southern San Joaquin Valley Information Center geographic information systems record search results map and is actually located outside of the area of potential effects; the location was verified by field observations. The C. Todd Clark Farm Complex (P-10-5820) is outside the project area of direct impact.

A segment of the Enterprise Canal (P-10-5934) is within the area of potential effects. This resource is assumed eligible for the National Register of Historic Places for the purposes of this project, so it is considered a historic resource for the purposes of the California Environmental Quality Act. The Enterprise Canal is significant because of its association with important historical events and trends, such as agriculture, of Fresno County.

The Enterprise Canal is outside of the project's area of direct impact. The project will conform to the area along the canal levee vicinity, south of State Route 168, but will avoid the canal itself. Excavation will be minimal and will not result in a physical impact to the canal. Potential impacts to the Enterprise Canal from heavy equipment use and pile driving during construction could result in physical destruction or damage to the structure through vibration. However, the construction contract will include the 2013 Transportation and Construction Vibration Guidance Manual, requiring conditions and vibrational restrictions to avoid impacts to the historic resource. Therefore, the project will not cause a substantial adverse change in the significance of a historical resource, and there will be a less than significant impact on historical resources.

No prehistoric or historic archaeological resources were observed within or adjacent to the area of potential effects during the background research or observed during the pedestrian surveys on November 13, 2016 and November 20, 2022. The area of potential effects has a low potential to encounter buried archaeological deposits during construction. Geoarchaeological research indicates that the probability of discovery of buried archaeological deposits in the underlying sediments is very low because the soils are mapped as Pleistocene and predate human arrival. Therefore, the likelihood of encountering previously undocumented buried archaeological deposits in the project site is considered low, and project impacts are considered less than significant. Nonetheless, there remains a chance that construction activities associated with the project could result in unanticipated discovery of archaeological resources; therefore, avoidance and minimization measure CUL-1 has been provided in the event of an unanticipated discovery of archaeological resources during construction.

No formal cemeteries or human remains were identified during the field investigation, and no burial sites are likely to be encountered during construction activities. Project impacts are less than significant. However, in the event of an unanticipated discovery of human remains during construction, avoidance and minimization measure CUL-1 has been provided.

Avoidance and Minimization Measures

CUL-1: If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained to evaluate the significance of the find and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, as necessary:

- If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately and no agency notifications are required.
- If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the lead agency. If the find is determined to be eligible for inclusion in the National Register of Historic Places or California Register of Historic Resources, the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines either (1) that the site is not eligible for the National Register of Historic Places or California Register of Historic Resources, or (2) that the treatment measures have been completed to its satisfaction.

- If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill 2641). The archaeologist shall notify the Fresno County Coroner (in accordance with Section 7050.5 of the Health and Safety Code). The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented.
- If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner will notify the Native American Heritage Commission, which then will designate a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Most Likely Descendent will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the Most Likely Descendant, the Native American Heritage Commission can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the Native American Heritage Commission or the Southern San Joaquin Valley Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (Assembly Bill 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.

2.2.6 Energy

Considering the information in the Mini-Preliminary Environmental Analysis Report dated May 2018 and the Energy section of the Caltrans Standard Environmental Reference dated January 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less Than Significant Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact

Affected Environment

In 1975, the California State Legislature adopted Assembly Bill 1575 in response to the oil crisis of the 1970s. Public Resources Code Section 21100(b)(3) and California Environmental Quality Act Guidelines Appendices F and G require a

description of the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Both sources aim to focus on conservation of energy by ensuring projects consider the efficiency of energy use.

Energy resources include electricity, natural gas, fossil fuels, and other fuels. The production of electricity requires the consumption or conversion of energy stored in natural resources such as water, wind, oil, gas, coal, solar radiation, certain minerals (for nuclear power), and geothermal energy. Production of energy and energy use both result in pollution and depletion of these renewable and nonrenewable resources. The use of energy from transportation facilities in the vicinity of the project is currently caused by vehicles traveling on Tollhouse Road, Medical Center Drive, State Route 168, North Temperance Avenue, and Owens Mountain Parkway.

Pacific Gas and Electric is the main provider of electric service and natural gas in the City of Clovis. According to the California Energy Commission, the total estimated usage for both residential and non-residential uses for Fresno County was approximately 8,017 million kilowatt hours in 2020. Of the 8,017 million kilowatt hours consumed, approximately 3,101 million kilowatt hours were from residential use and approximately 4,916 million kilowatt hours were from non-residential use. The California Energy Commission does not provide approximate energy usage data for only the City of Clovis.

Environmental Consequences (Question a in table)

Temporary increases in energy use may occur during construction because traffic control and lane closures may increase travel time for the motor vehicles on nearby roadways, including the State Route 168/Owens Mountain Parkway intersection, State Route 168/North Temperance Avenue interchange, Owens Mountain Parkway, and Tollhouse Road.

Energy in the form of gasoline and diesel fuel will be consumed by large construction equipment and worker vehicles during the construction period. During construction, workers will commute to the construction site; however, workers are anticipated to come from the City of Clovis and surrounding communities. Diesel equipment will be used during construction; however, compliance with federal, state, and local regulations (for example, limit engine idling times, require the recycling of construction debris) will reduce short-term energy demand during the project's construction. All standard best management practices to minimize energy waste will be implemented to limit idling times and require equipment to meet current standards. Construction of the project will not result in wasteful or inefficient use of energy. Therefore, impacts will be less than significant.

The project will improve connectivity of the pedestrian and bicycle network in the City of Clovis, as identified and planned for in the City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, Fresno

County Active Transportation Plan, and Fresno Council of Governments' Regional Transportation Plan/Sustainable Communities Strategy. The project will not induce changes such that the surrounding land uses will be altered beyond what is currently planned by the City of Clovis and County.

The project will not result in the increase of roadway capacity, increase in average daily travel, or increase of vehicle miles traveled. Rather, the project will provide facilities to encourage the use of alternative modes of transportation between the commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas to the south. The project's intent is to reduce average daily travel and vehicle miles traveled through conversion of these trips to bicycle or pedestrian trips for residents, visitors, commuters, and patrons of the Clovis Community Hospital complex.

Lighting will be required for the project along the path; however, the lighting will meet federal and state requirements for energy efficiency. In addition, the electricity required for the lighting will come from the existing grid and will not result in an increase in energy needs beyond what the existing electrical grid provides.

Therefore, the project will not create new energy demand from operation nor will it require the creation of new energy sources. Impacts will be less than significant.

2.2.7 Geology and Soils

Considering the information in the California Geological Survey's Geological Map of California accessed January 2023, the California Geological Survey Fault Activity Map of California accessed January 2023, University of California Museum of Paleontology collections database received January 2023, 2017 Paleontological Identification Report, Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Less Than Significant Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	
ii) Strong seismic ground shaking?	Less Than Significant Impact

Question – Would the project	CEQA Determination
iii) Seismic-related ground failure, including liquefaction?	No Impact
iv) Landslides?	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant 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 on- or off-site 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 direct or indirect risks to life or property?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

Affected Environment

Geology and Seismicity

The project is in the City of Clovis in Fresno County, within the San Joaquin Valley; the foothills of the Sierra Nevada begin east of the City of Clovis. The San Joaquin Valley is the southernmost of two valleys that make up the Great Valley geomorphic province, an alluvial plain approximately 400 miles long and 50 miles wide. The San Joaquin Valley consists of several thousand feet of marine and non-marine sedimentary rock derived from erosion of the Coast Ranges to the west and the Sierra Nevada to the east over the last 200 million years. The topography in the project area is relatively flat, sloping gently east to west and ranging from 390 to 395 feet above mean sea level. The project lies in the geological map unit Qoa. This unit includes older alluvium, lake, playa, and terrace deposits.

The potential for seismic ground shaking in California is expected. As a result, the State requires special design considerations for all structures in accordance with the seismic design provisions in the California Building Code. The City of Clovis, and therefore the project site, sits within Seismic Zone 3. According to the California Geological Survey, Seismic Zone 3 is an area that can expect to experience ground motion of low severity.

The project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone and is not on a known fault. The Clovis Fault, the nearest fault to the project area, is approximately 2 miles northeast. The Clovis Fault is not mapped as active; it is mapped as showing no recognized displacement in the Quaternary

Period, that is, within the last 1.6 million years. There are no other faults within 50 miles of the project site.

Soils

There are two types of soils present in the project site: Ramona sandy loam, 0 to 2 percent slopes; and San Joaquin loam, 0 to 3 percent slopes. Most of the project site is composed of Ramona sandy loam. This series is composed of well-drained soils that have predominantly sandy loam subsoil and are found on low alluvial terraces. This is a typically well-drained soil with subsoil that has a moderately slow permeability. Ramona sandy loam is not considered a hydric soil.

San Joaquin loam is found in the northern portions of the project site and is known to have a very slow permeability; however, the water-holding capacity is commonly low due to the small clayey horizon over the hardpan. Although a hardpan is associated with this soil type, San Joaquin loam is not considered a hydric soil.

Paleontology

Paleontological resources are the fossilized evidence of organisms preserved in the geological (rock) record. Fossils are considered non-renewable resources that are protected by federal, state, and local laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have the potential to yield significant fossiliferous deposits. The paleontological potential can initially be assessed by determining the age of surficial and underlying geologic materials associated with sediments that will be disturbed during construction of a project. As determined from geologic maps of the project area, geologic materials underlying the footprint of the project are identified as the Pleistocene Riverbank Formation. These sediments consist of an upper layer of hardpan that is underlain by a coarse-grained channel and overbank deposits. According to an evaluation conducted by the University of California Museum of Paleontology, no fossil localities were identified within a 5-mile radius of the project. Based on the 2017 Paleontological Identification Report prepared by the City of Clovis by Cogstone Resource Management, Incorporated, excavation associated with the project has low potential to encounter scientifically significant fossils.

Environmental Consequences (Questions a, b, d, and f in the table)

The project site is not within an Alquist-Priolo Fault-Rupture Hazard Zone and is not on a known fault; therefore, fault rupture will not occur within the project site.

As mentioned above, the nearest fault, the Clovis Fault, is approximately 2 miles northeast of the project and is mapped as not active. The City of Clovis is in Seismic Zone 3, which is considered an area of relatively low severity of ground shaking. The project will bring construction workers to the site; however, it is anticipated that these workers will come from the City of Clovis

and surrounding areas. Therefore, construction of the project will not increase the number of people exposed to seismic events. Upon construction completion, the project will improve connectivity for active transportation to the north and south of State Route 168. The bridge structure spanning State Route 168 will meet current structural and geometric standards, including the current Caltrans Seismic Design Criteria and California Building Code.

Soil types present at the project site are not characteristic of moderate or severe soil erosion potential. The project will comply with federal, state, and local rules, regulations, and requirements. The project will implement best management practices pertaining to erosion control prevention. Best management practices could include the use of temporary large sediment barriers and fiber rolls to prevent the loss of topsoil. In addition, the project will develop a Stormwater Pollution Prevention Plan, as part of the National Pollutant Discharge Elimination System General Construction permit.

According to the U.S. Department of Agriculture's Web Soil Survey, both soil types present in the project site—Ramona sandy loam and San Joaquin loam—are in hydrologic soil group C. Soils in this group have moderately high runoff potential when thoroughly wet and typically have between 20 and 40 percent clay. Also, soils with moderately high to high expansion potential are located outside of City of Clovis limits, north and east of the project site in the City of Clovis' non-sphere of influence Plan Area. The project site is within the City of Clovis limits and therefore can be expected to not have moderate or high expansion potential. The project is within an area of existing roadways and buildings (residential and commercial), so it will not increase the risk of life or property beyond what already exists.

The project is within geologic unit Qoa, a Pleistocene-age geologic formation made up of older alluvium, lake, playa and terrace deposits. According to an evaluation conducted by the University of California Museum of Paleontology, no fossil localities were identified within a 5-mile radius of the project. Based on the 2017 Paleontological Identification Report prepared by the City of Clovis by Cogstone Resource Management, Incorporated, excavation associated with the project has low potential to encounter scientifically significant fossils. The project site is considered to have low sensitivity for paleontological resources, so the project will result in less than significant impacts. Nonetheless, there remains a chance that construction activities associated with the project could result in unanticipated discovery of paleontological resources; therefore, avoidance and minimization measure GEO-1 has been provided in the event of an unanticipated discovery of paleontological resources during construction.

Avoidance and Minimization Measures

GEO-1: If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify Caltrans, the City of Clovis Public Works Department,

and the City of Clovis Planning Department. The City of Clovis shall retain a qualified paleontologist to evaluate the resource and prepare a mitigation plan in accordance with the most recent Society of Vertebrate Paleontology guidelines. The mitigation plan will include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings, depending on the resources identified during construction. Recommendations determined by the qualified paleontologist and the City of Clovis, based on the resources identified, will be implemented before construction activities can resume in the vicinity of the paleontological discovery.

2.2.8 Greenhouse Gas Emissions

Considering the information in the Air Quality Technical Memorandum dated November 2022, the following significance determinations have been made:

Question – Would the project	CEQA Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

Affected Environment

Human activities generate greenhouse gases consisting primarily of carbon dioxide, methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, various hydrofluorocarbons, halocarbons, and ozone. Carbon dioxide is the most abundant greenhouse gas; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated carbon dioxide that is the main driver of climate change. In the United States and in California, transportation is the largest source of greenhouse gas emissions, mostly carbon dioxide.

These greenhouse gases trap solar radiation and the Earth's own radiation, preventing it from passing through the Earth's atmosphere and into space, resulting in the "greenhouse effect." Greenhouse gases are vital to life on Earth since they help keep our planet a suitable temperature; however, increasing greenhouse gas concentrations are causing an increase in average global temperatures. In general, methane has 21 times the warming potential of carbon dioxide, and nitrous oxide has 310 times the warming potential of carbon dioxide. Carbon dioxide equivalent represents carbon dioxide plus the additional warming potential from methane and nitrous oxide. The common unit of measurement for carbon dioxide equivalent is metric tons. As the average temperature of the Earth increases, climate patterns may be affected, including changes in precipitation patterns and storm

intensity, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as intensity in low precipitation and droughts. Human-made greenhouse gas emissions occur mostly through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's main legislation for reducing greenhouse gas emissions is the California Global Warming Solutions Act (Assembly Bill 32), which set a goal for the state to reduce greenhouse gas emissions to 80 percent of 1990 emission levels by 2050. The California Air Resources Board, among other state agencies, has enacted regulations to achieve these targets. In 2008, the California Air Resources Board adopted a Climate Change Scoping Plan, which contained strategies to achieve reduction of approximately 21.7 percent from the State's projected 2020 carbon dioxide equivalent emission levels under a business-as-usual scenario. In December 2022, the California Air Resources Board finalized the 2022 Scoping Plan for Achieving Carbon Neutrality, which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.

The project is within the San Joaquin Valley Air Pollution Control District boundaries. The San Joaquin Valley Air Pollution Control District has primary responsibility for compliance with the federal and state standards (listed in Tables 2.2.3-1 and 2.2.3-2, in Section 2.2.3, Air Quality) for greenhouse gas emissions. In 2008, the San Joaquin Valley Air Pollution Control District adopted its Climate Change Action Plan, which includes guidance for determining significance of greenhouse gas emissions; projects implementing any combination of best management practices, also known as best practice standards, and/or demonstrating a total 29 percent reduction in greenhouse gas emissions from business-as-usual, will be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions. Furthermore, such projects will not require quantification of project-specific greenhouse gas emissions. Projects not implementing best management practices will require quantification of project-specific greenhouse gas emissions and demonstration of at least a 29 percent reduction/mitigation in greenhouse gas emissions from business-as-usual to reach determination of a less than significant individual and cumulative impact for greenhouse gases.

The San Joaquin Valley Air Pollution Control District is currently in federal and state non-attainment for ozone. As shown in Table 2.2.3-3, the San Joaquin Valley Air Pollution Control District has prepared plans to address regional non-attainment for ozone. The City of Clovis has not adopted a qualified greenhouse gases reduction plan; however, the Fresno Council of Governments adopted its second Regional Transportation Plan/Sustainable Communities Strategy in 2018 to achieve the regional per capita passenger vehicle greenhouse gas reduction targets of Senate Bill 375. In 2019, the California Air Resources Board accepted the Fresno Council of Governments' determination that the second Regional Transportation Plan/Sustainable Communities Strategy will achieve the region's

greenhouse gas target of 10 percent per capita reduction by 2035 relative to 2005 levels when implemented.

Environmental Consequences (Questions a and b in table)

Greenhouse gas emissions impacts on non-capacity-increasing projects like the project, a bicycle/pedestrian Class 1 overcrossing spanning State Route 168, are considered less than significant under the California Environmental Quality Act because there will be no increase in operational emissions. However, construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew will produce emissions from various sources. During project construction, greenhouse gases will be emitted through the operation of construction equipment, from worker vehicles, and from supply vendor vehicles, each of which typically uses fossil-based fuels to operate.

Under guidance from the City of Clovis and Caltrans, construction emissions were estimated using the Road Construction Emissions Model by the Sacramento Metropolitan Air Quality Management District, which is the accepted model for roadway projects throughout California. The project's construction activity will result in a maximum of 23,328 pounds of carbon dioxide equivalent emitted per day, for a total of approximately 1,955 metric tons of carbon dioxide equivalent over the 21-month construction period. The project will implement best management practices, as listed in Section 1.6, during construction activities. Therefore, equipment efficiency will be maximized during the construction phase.

The San Joaquin Valley Air Pollution Control District does not have specific thresholds for construction; however, the San Joaquin Valley Air Pollution Control District's Climate Change Action Plan states that projects implementing any combination of best management practices will be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions. In addition, the project will be consistent with local and state policies, rules, and regulations. Construction emissions will cease upon construction completion.

2.2.9 Hazards and Hazardous Materials

Considering the information in the Hazardous Waste Initial Site Assessment dated November 2016, and the Addendum to the Initial Site Assessment dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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 Determination
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?	Less Than Significant 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?	Less Than Significant 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?	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical 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?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact

Affected Environment

The Initial Site Assessment and Addendum Initial Site Assessment identify Recognized Environmental Conditions for the project site. Recognized Environmental Conditions are defined by the American Society for Testing Materials Practice E 1527-05 as: the presence or likely presence of any hazardous substances or petroleum products in, on, or at the property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. Database reports were obtained from Environmental Data Resources, Incorporated, consisting of information compiled from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the project area. Based on the results of the record review, there are no Recognized Environmental Conditions within the project site.

The project site is in a developed area, surrounded by commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas to the south of State Route 168, transportation corridors that cross the project (State Route 168 and Tollhouse Road), and the Enterprise Canal. There was no evidence of Recognized Environmental Conditions, controlled Recognized Environmental Conditions,

or historical Recognized Environmental Conditions during the site reconnaissance completed in October 2016. No new or significant Recognized Environmental Conditions materials were identified during the site reconnaissance completed in November 2022.

In November 2022, trash/debris was identified within the project area. No storage structures/pipelines were found, except for a drainage basin north of State Route 168 and a transformer on a utility pole south of State Route 168 and east of the Enterprise Canal, outside of the project site. Therefore, there is potential for polychlorinated biphenyls in the project area. Utility poles and street sign poles have treated wood, and therefore there is the potential for treated wood that contains metals and polyaromatic hydrocarbons to occur within the project area.

Because of the age of the roadways in the project vicinity, and the presence of paint striping used on the roadways, there is the potential for lead-based paint to be present. Also, areas adjacent to roadways heavily used prior to 1978 could potentially contain aurally deposited lead due to the use of leaded gasoline additive during this time. State Route 168 through Clovis was constructed in approximately 2000 to 2002; however, Tollhouse Road, which parallels State Route 168, has been in use for many years prior to the 1980s. No previous aurally deposited lead studies have been conducted for this area; therefore, lead levels are not known.

The California Occupational Safety and Health Administration requires that all thermal systems insulation, surfacing materials, and resilient flooring materials installed prior to 1981 be considered Presumed Asbestos-Containing Materials and treated accordingly. There are no structures on the project site, and therefore Asbestos-Containing Materials are not considered to be present. In addition, the project is not within an area known for naturally occurring asbestos in the soils.

One Envirostor site is adjacent to the northeast side of the project site: the Caltrans District 6/Harry Wilmoth Construction site. However, the status of the site is listed as “Completed – Case Closed” as of 1999. There is one CA HIST CORTESE site within approximately a half-mile of the project site. Based on a review of the available data posted on the State Water Resources Control Board’s GeoTracker website, this case has been closed. There is no evidence to suggest that possible soil or groundwater contamination from the CA HIST CORTESE site may impact the project site.

The nearest airport to the project area is the Fresno Yosemite International Airport in Fresno County, approximately 11 miles southwest of the project site.

The project site is in a Local Responsibility Area, designated as a Non-Very High Fire Hazard Severity Zone.

Environmental Consequences (Questions a, b, c, and f in the table)

Construction of the project will potentially require the use of various types and quantities of hazardous materials. Although the equipment used during construction activities could contain various hazardous materials, these materials will be used in accordance with the manufacturer's specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, state, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use and handling of hazardous materials during construction activities will occur in accordance with applicable federal, state, and local laws, including the California Occupational Safety and Health Administration requirements. Implementation of construction best management practices, compliance with vehicle manufacturer's specifications, and compliance with applicable regulations will result in impacts that are less than significant.

Nonetheless, construction of the project could result in the disturbance of hazardous materials, including lead-based paint, aerially deposited lead, and Polychlorinated biphenyls and Treated Wood Waste. Therefore, avoidance and minimization measures are provided in the event of disturbance of hazardous materials for lead-based paint (HAZ-1), aerially deposited lead (HAZ-1 and HAZ-2), and Polychlorinated biphenyls and Treated Wood Waste (HAZ-1 and HAZ-3).

The project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan through the implementation of the Construction Period Emergency Access Plan. The Construction Period Emergency Access Plan will be coordinated with the Clovis Police Department, Clovis Fire Department, Fresno County Sheriff's Department, Fresno County Fire Protection Division, California Highway Patrol, and other emergency service providers within the area. Impacts during construction will be less than significant.

Upon construction completion, the project will not be a facility that generates or emits hazardous materials upon construction completion and project impacts are considered less than significant. Operations of the project will not be used by motor vehicles that often carry hazardous material. The potential for release of hazardous materials into the environment will be similar to existing conditions, and impacts will be less than significant. In addition, implementation of the project will have no long-term impacts on an emergency response plan or emergency evacuation plan because operations on adjacent roadways will remain the same as existing conditions.

Avoidance and Minimization Measures

HAZ-1: Lead-Containing Materials. A California-licensed abatement contractor will conduct a survey for lead-containing materials prior to construction activities (including the demolition of concrete or asphalt elements). If lead-containing materials are found, the following will be required:

- Building materials associated with paint on structures and paint on utilities should be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with Standard Special Provision 14-11.13 and other federal and state regulations for hazardous waste.
- A Lead Compliance Plan should be prepared by the contractor for the disposal of lead-based paint. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with Standard Special Provision 36-4 (Residue Containing High Lead Concentration Paints). In addition, the Lead Compliance Plan will also contain the following provision to address aerially deposited lead: Standard Special Provision 7-1.02 k (6)(J)(iii) – Earth Material Containing Lead.
- A California-licensed lead contractor should be required to perform all work that will disturb any lead-based paint as a result of planned or unplanned renovations in the project area, including the presence of yellow traffic striping and pavement markings that may contain lead-based paint. All such material must be removed and disposed of as a hazardous material in compliance with Standard Special Provision 14-11.12.

HAZ-2: Aerially Deposited Lead and Other Heavy Metals. The following actions are recommended for handling and disposal of soils that contain an elevated level of aerially deposited lead or other heavy metals prior to ground-disturbing activities:

- A California-licensed abatement contractor will sample and test a representative sample of soils at the project site for hazardous levels of aerially deposited lead and other heavy metals. Representative samples of exposed shallow soils shall be collected at multiple locations along the project site and analyzed for total lead and extractable lead concentrations.
- If hazardous levels of aerially deposited lead or other heavy metals are found in the soils at the project site, the following will be required:
 - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of aerially deposited lead or other heavy metals shall be performed in compliance with all applicable federal, state, and local laws, including but not limited to requirements of the State Water Resources Control Board and California Regional Water Quality Control Board water quality control plans and waste discharge permits, California Department of Fish and Wildlife permit

requirements for contaminated soil, and all requirements of the applicable Air Quality Management District and/or the Air Pollution Control District.

- Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of aerially deposited lead or other heavy metals shall be performed in compliance with the Soil Management Agreement for Aerially Deposited Lead-Contaminated Soils between Caltrans and the Department of Toxic Substances Control, if the project site is within the state right-of-way or Caltrans is acting as direct oversight for the project.

HAZ-3: The timber associated with utility poles with mounted transformers or containing metals and polyaromatic hydrocarbons will be removed and disposed at a Regional Water Quality Control Board-certified treated wood waste landfill.

2.2.10 Hydrology and Water Quality

Considering the information in the Federal Emergency Management Agency's National Flood Insurance Rate Maps accessed December 2022, Natural Environment Study-Minimal Impact dated January 2017, and the Addendum to the Natural Environment Study-Minimal Impact dated November 2022, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant 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:	Less Than Significant Impact
(i) result in substantial erosion or siltation on-site or off-site;	
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;	Less Than Significant Impact
(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	Less Than Significant 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

Question – Would the project:	CEQA Determination
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

Affected Environment

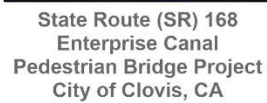
The project is in the Academy hydrologic area, which is part of the larger South Valley Floor hydrologic unit of the Tulare Lake Hydrologic Region (see Figure 2.2.10-1). Within the project area, the Enterprise Canal is the only aquatic feature. A stormwater drainage basin is within the project area, adjacent to Enterprise Canal.

The Federal Emergency Management Agency's Flood Insurance Rate Map has the project site within Zone X (areas determined to be outside of the 100- and 500-year floodplains), and adjacent to Zone A (areas inundated by 100-year flooding, for which no Base Flood Elevations have been established). The project is not in a tsunami or seiche inundation hazard zone.

Groundwater recharge within the City of Clovis occurs both naturally and artificially. The Fresno Irrigation District provides surface water to the City of Clovis, primarily from the Kings River. The City of Clovis uses this resource to recharge groundwater, develop potable water, and directly irrigate City of Clovis parks. Wastewater recycling facilities and surface water treatment facilities also recharge the City of Clovis' groundwater supply, including the Fresno-Clovis Regional Wastewater Treatment Plant and Clovis' Surface Water Treatment Plant. The project site is not within an active groundwater recharge area.

The project site is in an urban setting, with relatively flat topography, impervious surfaces, and major roadways. Two soil types are in the project area: Ramona sandy loam, 0 to 2 percent slopes, and San Joaquin loam, 0 to 3 percent slopes. Neither of the soil units is listed as hydric or as having hydric inclusions.

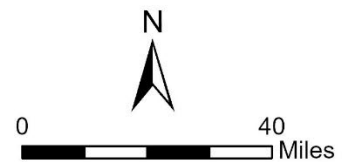
Hydrology



Author: I. Ciraulo
Last updated on Tuesday,
December 26, 2023

Path: \\dewberry.dewberryroot.local\Offices\Fresno\Projects\19021 - SR168-Enterprise Canal Ped Bridge - Biggs\400 Project Design Files\460 Environmental\Figures\GIS\MXD\Clovis_SR168_POC_figures.aprx

-  Project Location
-  Lower Dry Creek Subwatershed
-  Dry Creek Watershed
-  Academy Hydrologic Area
-  South Valley Floor Hydrologic Unit
-  Tulare Lake Hydrologic Region



Environmental Consequences (Questions a, b, c, and e in the table)

Construction activities will result in ground disturbance adjacent to the Enterprise Canal and a drainage basin that is within the northern portion of the project area, east of the Enterprise Canal and north of State Route 168. Large and heavy pieces of construction equipment could compress soils within the project area, which could lead to a reduction in soil permeability and an increase in project site runoff. Indirect impacts could result from increased sedimentation rates if fine sediment is discharged into the Enterprise Canal or drainage basin during construction. Increased sedimentation may adversely affect water quality and channel substrate composition. Construction materials such as asphalt, concrete, and equipment fluids could be exposed to precipitation and subsequent runoff. If precautions are not taken to contain contaminants, construction could produce contaminated stormwater runoff (nonpoint source pollution), a major contributor to the degradation of water quality. The project will comply with the requirements of the National Pollutant Discharge Elimination System permit and associated Stormwater Pollution Prevention Plan prior to initiating construction activities. The best management practices listed in Section 1.6 will be implemented during project construction.

Construction activities may require the use of water for dust control or other activities. Water used during construction will be trucked to the project site, so no groundwater will be used. Construction activities will not intercept or alter groundwater recharge, discharge, or flow conditions. Water use at the project site will cease upon construction completion. Therefore, the project will not substantially decrease water supply or reduce groundwater recharge. The increase of impervious surfaces by less than 2 acres covering the length of the project will be negligible in association with groundwater recharge because the project is in an urban area with compacted and disturbed soils.

The project will not alter the course of a water body, nor will it alter the existing site drainage pattern. The project will comply with federal, state, and City of Clovis' requirements and will implement best management practices pertaining to stormwater runoff and erosion control prevention through the development of a Stormwater Pollution Prevention Plan as part of the National Pollutant Discharge Elimination System permit. Temporary construction areas will be revegetated. The project will have a less than significant impact related to stormwater runoff, erosion, or siltation on-site or off-site.

2.2.11 Land Use and Planning

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018 and the Environmental Scoping Memorandum dated October 2019, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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

2.2.12 Mineral Resources

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018 and the Environmental Scoping Memorandum dated October 2019, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Result in the loss of availability of a known mineral resource that would be a 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

2.2.13 Noise

Considering the information in the Noise Technical Memorandum dated January 2023, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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 nautical 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

Affected Environment

Noise is defined as an unwanted sound, and therefore is a subjective reaction to characteristics of a physical phenomenon. A logarithmic scale is used to describe sound pressure level, in terms of decibels. The decibel scale alone does not adequately characterize how humans perceive noise. An “A-weighted” sound level (expressed in units of A-weighted decibels [dBA]) can be computed by weighting sound levels of individual frequency bands by the

human sensitivity to those frequencies. Table 2.2.13-1 describes typical A-weighted noise levels for different activities. It is widely accepted that, in typical noise environments, people can detect changes in sound level at 3 A-weighted decibels or greater, while changes of 1 to 2 A-weighted decibels are generally not perceived. A 5 A-weighted decibel change is generally perceived as distinctly noticeable.

Table 2.2.13-1. Typical A-Weighted Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Jet Fly-over at 300m (1000 ft)	110	Rock Band
Gas Lawn Mower at 1 m (3 ft)	100	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)	90	Food Blender at 1 m (3 ft)
Noisy Urban Area, Daytime	80	Garbage Disposal at 1 m (3 ft)
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	30	Library
Quiet Rural Nighttime	20	Bedroom at Night, Concert Hall (Background)
	10	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Existing Conditions

The immediate vicinity of the project consists of a mix of commercial and residential areas to the north of State Route 168 and the Clovis Community Hospital complex and residential areas south of State Route 168. Currently, the Enterprise Canal Trail runs along the Enterprise Canal; however, State Route 168 and Tollhouse Road cause a break in the trail. The existing noise environment in the project area is dominated by roadway noise from State

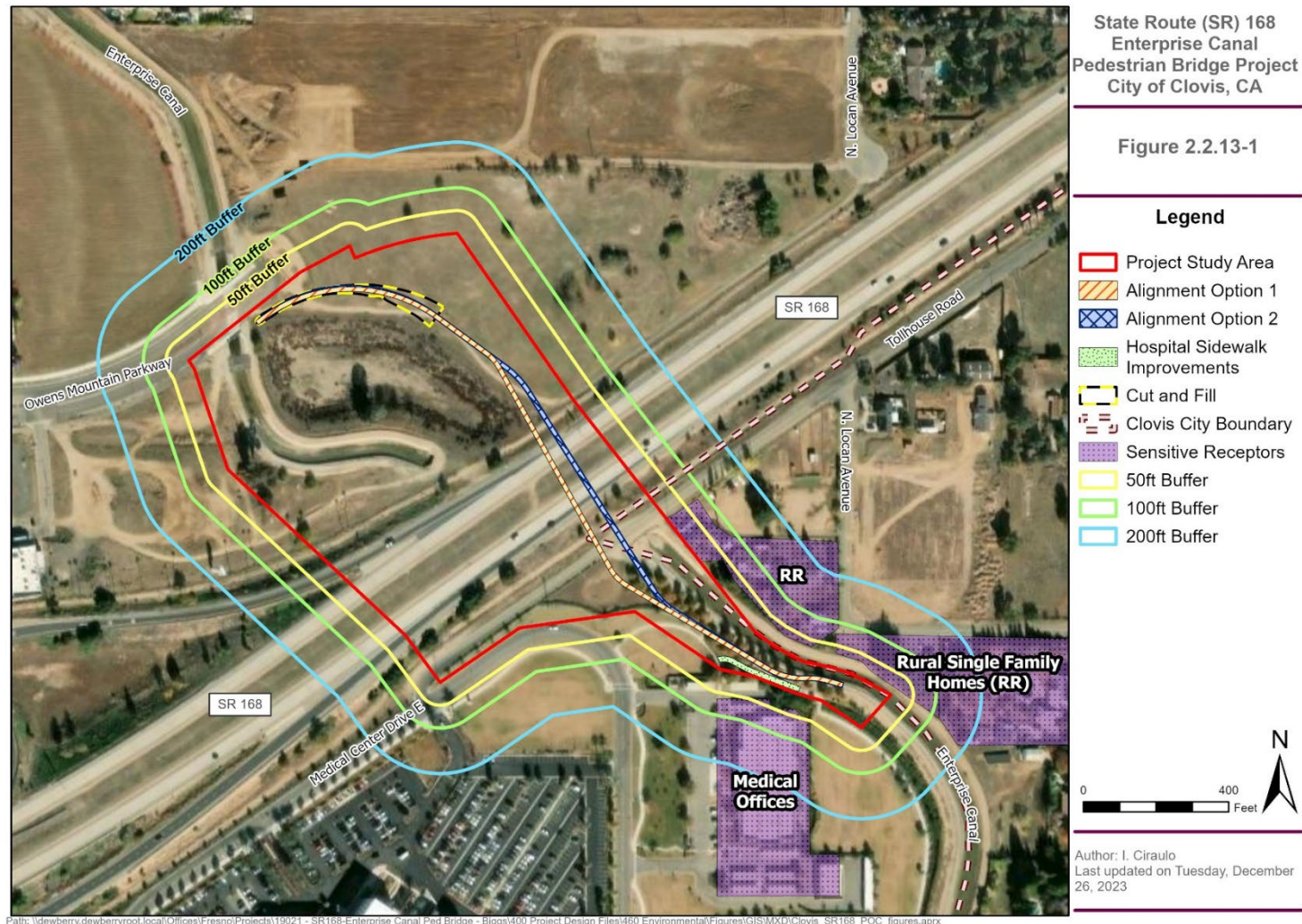
Route 168, Owens Mountain Parkway, North Temperance Avenue, Medical Center Drive, and Tollhouse Road.

Sensitive noise receptors include, but are not limited to, the following land use categories: residences, schools, libraries, churches, hospitals, and nursing homes. Sensitive receptors within 200 feet of the project area are south of State Route 168 and include rural single-family homes and the Clovis Community Hospital complex (medical offices). Within the Clovis Community Hospital complex, the closest building is approximately 65 feet southwest of the project area. The closest single-family home is on North Locan Avenue, approximately 60 feet southeast of the project area and east of the Enterprise Canal. Sensitive receptors are shown in Figure 2.2.13-1.

North of State Route 168 is a preschool/daycare facility—Kids Kare Owens Ranch—on Owens Mountain Parkway, west of the Enterprise Canal, and approximately 430 feet northwest of the project area. This sensitive receptor is not shown on Figure 2.2.13-1 because it is more than 200 feet from the project area.

Figure 2.2.13-1 Sensitive Receptors

Sensitive Receptors



Environmental Consequences (Questions a and b in the table)

Noise and vibration resulting from construction activities will be intermittent. The degree of construction noise impacts may vary depending on the construction activity and location within the project area. The general construction activities and their estimated overall noise levels are summarized in Table 2.2.13-2. In the table, the average sound level over a period of time (usually one hour) is called the equivalent continuous sound level and is abbreviated “Leq.” In addition, dBA equals A-weighted decibel. Table 2.2.13-3 provides noise levels produced by specific construction equipment representative of the equipment necessary for the project construction.

Table 2.2.13-2 Typical Construction Activity/Phase Noise Levels

Construction Phase/Activity	Leq at 50 feet away from Project Centerline (dBA)
Pile Driving	100
Ground Clearing	84
Excavation	88/78
Foundation	88
Erection	79/78
Finishing	84

Source: Dewberry, 2023.

Table 2.2.13-3. Construction Equipment-Specific Noise Levels

Construction Equipment	Typical Noise Level (dBA at 50 feet) [dBA = A-weighted decibel]
Scrapers	85 dBA
Jack Hammer	85 dBA
Bulldozer	85 dBA
Pile Driver (Impact)	100 dBA
Front-End Loader	80 dBA
Grader	85 dBA
Heavy Trucks	85 dBA
Excavator	85 dBA
Compaction Equipment	80 dBA
Backhoe	80 dBA
Drill Rig	85 dBA
Crane	85 dBA
Concrete Pump	82 dBA
Paver	85 dBA
Pneumatic Tools	85 dBA
Generators	82 dBA

Source: Dewberry, 2023.

Noise from construction activities generally attenuates at a rate of 6 to 7.5 A-weighted decibels per doubling distance. For the purposes of the project, an attenuation of 6 A-weighted decibels was used to conservatively estimate noise impacts. The closest sensitive receptors are 60 feet from the project site (see Figure 2.2.13-1).

Noise from construction activities will be intermittent because noise intensity will vary depending on the construction phase, the equipment being used, and the distance of the activity to sensitive receptors. Increases in ambient noise level in the vicinity of the project will be temporary and will cease upon construction completion.

The loudest construction activity for the project will be pile driving (see Table 2.2.13-3). The project will install 240 piles over 60 working days (approximately 3 months). The piles will reach a maximum depth of 100 feet, requiring approximately 10,000 strikes per pile. The noise experienced from pile driving by sensitive receptors within 50 feet of the project area will be comparable to a grass lawn mower from 3 feet away (see Table 2.2.13-1). The sensitive receptors at 60 and 65 feet from the project area will experience noise levels ranging from 100 A-weighted decibels to 94 A-weighted decibels. Sensitive receptors 100 feet from the construction area will experience maximum noise levels during pile driving of approximately 94 A-weighted decibels (100 A-weighted decibels [at 50 feet] minus 6 A-weighted decibels [doubling distance of 100 feet] equals 94 A-weighted decibels). Sensitive receptors 200 feet from the project area will experience maximum noise levels during pile driving of approximately 88 A-weighted decibels (94 A-weighted decibels [at 100 feet] minus 6 A-weighted decibels [doubling distance of 200 feet] equals 88 A-weighted decibels). The impulsive nature of pile driving tends to increase its perceived nuisance. Noise control measures for pile driving will require this construction activity to occur only during daytime hours. Pile driving will occur intermittently for a portion (3 months) of the entire construction period of 18 to 24 months.

The project will comply with the Caltrans 2022 Standards Specifications Section 14-8, Noise and Vibration. Regarding hours of construction, Caltrans Standard Specifications Section 14-8.02, Noise Control, states that construction activities should not exceed a maximum noise level of 86 A-weighted decibels at a distance of 50 feet from the project site from 9:00 p.m. to 6:00 a.m. In addition, given that pile driving will result in up to 100 A-weighted decibels, no pile driving will be allowed during nighttime construction work and will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday, or 9:00 a.m. to 5:00 p.m., Saturday and Sunday.

A Construction Noise Management Plan will be completed for the project and will include the proper posting of construction schedules and the appointment of a noise disturbance coordinator. In addition, construction activities for the project will comply with federal, state, and local policies related to

construction-generated noise. Therefore, the project will have a less than significant impact regarding noise.

Pedestrian and bicycle uses generally do not increase noise levels above the level for normal speech (approximately 65 A-weighted decibels) and do not generate vibrations. Therefore, the project will not permanently increase ambient noise levels; project operations will have similar noise levels to the existing Enterprise Canal Trail and sidewalk facility noise conditions. Nearby sensitive receptors will not perceive a permanent change in noise levels as a result of the project. Impacts during project operation will be less than significant.

Avoidance and Minimization Measures

NOI-1: A Construction Noise Management Plan shall be prepared and shall include proper posting of construction schedules, appointment of a noise disturbance coordinator, and the methods for assisting in noise reduction measures. Noise reduction measures include, but are not limited to, the following:

- Use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine closures, and engine vibration isolators intact and operational. Newer equipment will generally be quieter in operation than older equipment. All construction equipment and trucks used for project construction shall use the best available noise control techniques, which include, but are not limited to, improved mufflers, use of intake silencers, ducts, engine closures, and acoustically attenuating shields or shrouds.
- Impact tools (such as jackhammers, pavement breakers, pile drivers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. If the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
- No pile driving shall occur between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, or between 5:00 p.m. and 9:00 a.m., Saturday and Sunday.
- Use construction methods or equipment that will provide the lowest level of noise and ground vibration impact such as alternative low noise pile installation methods.
- Turn off idling equipment after no more than 5 minutes.
- Stationary noise sources during construction shall be located as far from adjacent properties as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other similar noise reduction construction methods approved by the City of Clovis that provides equivalent noise reduction.

2.2.14 Population and Housing

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, the Environmental Scoping Memorandum dated October 2019, and the U.S. Census Bureau for Demographics and Housing Estimates accessed January 2023, the following significance determinations have been made:

Question – Would the project	CEQA Determination
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

2.2.15 Public Services

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, the Environmental Scoping Memorandum dated October 2019, City of Clovis Police General Information accessed December 2022, City of Clovis Fire Department Annual Report accessed December 2022, and the City of Clovis General Plan, the following significance determinations have been made:

Question	CEQA Determination
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 following public services:	
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	Less Than Significant Impact

Affected Environment

Police Protection

The Clovis Police Department provides service within the existing City of Clovis boundaries, while the Fresno County Sheriff's Department provides law enforcement protection to the unincorporated areas of Fresno County. The

project site is within the City of Clovis boundaries and is served by the Clovis Police Department. Currently, the Clovis Police Department has 200 employees, with 105 sworn officers. The Clovis Police Department headquarters, where all personnel and services are based, is at the Clovis Civic Center, 1233 Fifth Street, approximately 3 miles southwest of the project site.

The California Highway Patrol Central Division also provides safety, service, and security to thousands of residents, commuters, and tourists each day on State Route 168. As part of the California Highway Patrol's Central Division, the California Highway Patrol covers more than 6,000 square miles, with officers patrolling over 4,045 miles of freeways and unincorporated areas within Fresno County, including through and around the City of Clovis.

Fire Protection

The Clovis Fire Department provides fire protection to the City of Clovis and supplements protection through an automatic aid agreement with the Fresno Fire Department west and south of the City of Clovis' sphere of influence and the Fresno County Fire Protection District to the north and east of the City of Clovis' sphere of influence. Currently, the Clovis Fire Department operates 6 stations with 73 professional firefighters, fire engineers, fire officers, chief officers, fire inspectors, and administrative staff. The closest fire station to the project site is Station 5, at 790 North Temperance Avenue, approximately half a mile west of the project site. Table 2.2.15-1 shows the Clovis Fire Department's response time goals and actual performance in 2021. The Clovis Fire Department anticipates that with the opening of Station 6, which opened in April 2022, and the additional staff added in 2021 and 2022, performance times will continue to improve and meet performance goals.

Table 2.2.15-1 90th Percentile Response Goals and 2021 Response Time Performance

Response Unit	Response Goal	Actual Performance (2021)
Response Goal 1 First unit arrival, total response time – EMS	6 minutes, 30 seconds	8 minutes
Response Goal 2 First unit arrival, total response time – MVA/Rescue	7 minutes	8 minutes
Response Goal 3 First unit arrival, total response time – Fire	7 minutes	7 minutes, 43 seconds
Response Goal 4 Effective response force (daily staffing of 16 firefighters) – Fire	10 minutes, 30 seconds	11 minutes, 53 seconds
Response Goal 5 Turnout time for all priority responses	1 minute, 30 seconds	1 minute, 34 seconds
Response Goal 6 Contain fire to room of origin	70 percent of all fire calls for service	61 percent of all fire calls for service

Source: City of Clovis, 2021b.

Environmental Consequences (Questions a, b, and e in the table)

During construction of the project, a series of freeway and local roadway closures will be required. Temporary closures on State Route 168 will occur between the State Route 168/Owens Mountain Parkway intersection and the State Route 168/North Temperance Avenue interchange, as well as Tollhouse Road and one lane in the eastbound direction of Owens Mountain Parkway. One direction of traffic will be maintained on State Route 168 throughout construction. The North Temperance Avenue on-ramp will be closed for up to nine months for bent construction. The westbound State Route 168 off-ramp to North Temperance Avenue will be closed for up to three months for bent construction. A series of three nighttime closures for one week (Monday through Friday) or one weekend in each direction on State Route 168 will be required for placement of girders over the freeway. Temporary closure(s) of the State Route 168 within the project site will require a detour onto North Temperance Avenue to East Shepherd Avenue to State Route 168 (refer to Figure 1-5).

Emergency access to, and through, the vicinity of the project site may be temporarily inhibited during construction of the project as a result of these closures. A Standard Construction Period Emergency Access Plan will be prepared for the project to ensure that traffic disruptions are minimized. The Standard Construction Period Emergency Access Plan, as well as the project construction phases, will be coordinated with the Clovis Police Department, Clovis Fire Department, Fresno County Sheriff's Department, Fresno County Fire Protection District, California Highway Patrol, and other emergency service providers within the area. With the implementation of the Standard Construction Period Emergency Access Plan and the coordination with emergency service providers, the project will have a less than significant impact on response times for fire and police protection services.

Construction workers are anticipated to come from the surrounding area and will not relocate to the project vicinity. Construction workers will be on the project site during construction hours and will return home in the off hours. Construction of the project could result in accident or emergency incidents that will require emergency response, such as fire, police, medical, or hazardous waste services; however, construction activities will be short in duration. Any increase in fire or law enforcement services due to construction activities will be temporary, ceasing upon completion of the project. In addition, standard construction safety measures, as required through the Occupational Safety and Health Administration, will be implemented to reduce impacts to less than significant levels.

The project will provide additional connection points to existing recreational facilities. The project will not increase the use of park or other public facilities beyond what the City of Clovis has already planned for in the General Plan.

2.2.16 Recreation

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, and the Fresno County Active Transportation Plan, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
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

2.2.17 Transportation

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Active Transportation Plan, Fresno County Regional Trails Plan, Fresno County Regional Bicycle and Recreational Trails Master Plan, Fresno County Active Transportation Plan, and the Fresno Council of Governments Regional Transportation Plan/Sustainable Communities Strategy, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

Affected Environment

Roadways

Roadways within and adjacent to the project site include Owens Mountain Parkway, State Route 168, North Temperance Avenue, Tollhouse Road, and

Medical Center Drive. Owens Mountain Parkway and Tollhouse Road are both collector streets that provide for relatively short distance travel between and within neighborhoods. Collectors are not designed to handle long-distance through-traffic. Owens Mountain Parkway is a striped four-lane roadway with paved shoulders and sidewalks on both sides. Tollhouse Road is a striped two-lane road with unpaved shoulders and no sidewalks. North Temperance Avenue is an expressway up to the intersection with Owens Mountain Parkway, where it turns into an arterial street until reaching Shepherd Avenue. North Temperance Avenue in the vicinity of the project site is a four-lane roadway with a raised median, paved shoulders, and sidewalks on both sides. State Route 168 is a four-lane freeway with paved shoulders.

Bicycle and Pedestrian Facilities

An existing Class 2 bicycle lane runs along Herndon Avenue to the south of the project site and along North Temperance Avenue to the west of the project site. The City of Clovis General Plan identifies a future Class 2 bicycle lane that will include Owens Mountain Parkway and will connect directly to the project. The project is also identified as a future facility by the City of Clovis and County General Plans.

Environmental Consequences (Questions b, c, and d in the table)

Transportation projects that can be presumed to lower vehicle miles traveled or have no effect on vehicle miles traveled, such as bicycle and pedestrian projects, transit improvements, and minor operational improvements, as defined in the State of California Governor's Office of Planning and Research Technical Advisory, should be expected to cause a less than significant impact and will not require further vehicle miles traveled analysis. Specifically, projects that will not lead to a substantial or measurable increase in vehicle miles traveled, include:

- Addition of Class 1 bicycle paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Addition of a new or enhanced bicycle or pedestrian facilities on existing streets/highways that serve non-motorized travel

The project will construct a Class 1 overcrossing connecting existing facilities north and south of State Route 168. In addition, the project will encourage the use of alternative modes of transportation for residents, visitors, and employees of the major employment centers within the City of Clovis.

During construction, the project will require a series of freeway and local roadway closures, as described in detail in Section 1.4.2, Lane and Roadway Closures. The State Route 168 closures will require a detour onto North Temperance Avenue to East Shepherd Avenue to State Route 168 (see Figure 1-5). The distance between the North Temperance Avenue/State Route 168 interchange and East Shepherd Avenue/State Route 168

intersection, when traveling on State Route 168, is approximately 2.7 miles; the detour route is approximately 3.9 miles. Therefore, the detour route will result in a 1.2-mile increase in vehicle miles traveled. However, lane closures will be temporary, will occur only when portions of State Route 168 required closures, and will be eliminated upon completion of construction. Therefore, the lane closures are considered to have a minimal effect on overall vehicle miles traveled.

There could be conflict with construction equipment and adjacent land uses. Potential conflicts in movement of construction equipment and other roadway vehicles will cease upon construction completion. A Standard Construction Period Emergency Access Plan and a Traffic Handling Plan will be prepared so that lane shifts, construction activities, and construction equipment do not conflict with other vehicles moving through the project site. Therefore, the project's impacts to transportation will be less than significant.

2.2.18 Tribal Cultural Resources

Considering the information in the Historic Property Survey Report and associated Archaeological Survey Report dated July 2017, and Supplemental Historic Property Survey Report, Supplemental Archaeological Survey Report and the Finding of No Adverse Effect, all dated June 2023, the following significance determinations have been made:

Question	CEQA Determination
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:	
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	Less Than Significant 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.	Less Than Significant Impact

Affected Environment

A tribal cultural resource is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American Tribes. To be considered a tribal cultural resource, the resource must be included in or determined eligible for inclusion in the California Register of Historical Resources or is included in a local register of historical resources. Pursuant to Public Resources Code Section 2107, a tribal cultural resource is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the California Register of Historical Resources or a local register of historical resources.
2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in Public Resources Code Section 21074.
4. A historical resource described in Public Resources Code Section 21084.1, a unique archeological resource or “nonunique archaeological resource” described in Public Resources Code Section 21083.2 (g) and (h).

The California Environmental Quality Act Guidelines state that California Native American Tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources. Lead agencies shall consult with these tribes who respond in writing and request consultation within 30 days of receipt of the formal notification of a project (Public Resources Code Section 21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in Public Resources Code Section 21084.3.

Native American Consultation

Assembly Bill 52 went into effect on July 1, 2015 and established a consultation process with all California Native American Tribes on the Native American Heritage Commission List for federal and non-federal tribes (13.5 Public Resources Code Sections 21073, 21074, 21080.3, 21084). Once the Tribe is notified of a project, the Tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

In October 2016, the Native American Heritage Commission provided a list of nine Native American representatives. On November 18, 2016, the City of Clovis sent letters to the listed representatives. Additional attempts to contact representatives were made on December 1 and 13, 2016. On January 7,

2017, Caltrans recommended an additional 17 Native American representatives be contacted, and letters were sent on January 10, 2017. Additional attempts to contact representatives were made on April 5 and 11, 2017. Four responses were received during this consultation.

On November 29, 2016, one Tribe (Table Mountain Rancheria) indicated that the project area lies within the Tribe's cultural area of interest and that the Tribe is very interested in the project. Mr. Robert Pennell, Table Mountain Rancheria Cultural Resources Director, requested to be contacted to coordinate a discussion of the project. On January 10, 2017, the Table Mountain Rancheria discussed the project with Rene Mathis of the City of Clovis. During this meeting, the Tribe requested the presence of tribal monitoring during ground-disturbing activities, and the City of Clovis agreed; the two governments are in communication regarding the project. The Southern Sierra Miwuk Nation (December 1, 2016) and Santa Rosa Rancheria Tachi Yokut Tribe (December 13, 2016) deferred to the Table Mountain Rancheria to take the lead for consultation.

Due to refinements to the project and the date of the previous consultation, the Native American Heritage Commission was contacted with a request for an updated tribal contact list on September 30, 2022. On November 13, 2022, the Native American Heritage Commission provided a list of 17 Native American representatives. Pursuant to Public Resources Code Section 21080.3 and Assembly Bill 52, the City of Clovis mailed formal notification letters on January 9, 2023, by certified mail; the letters summarized the previous outreach efforts, noted changes to the project description and location, and provided lead City of Clovis contact information to the Tribes listed in the Native American Heritage Commission correspondence. Follow-up emails were sent on May 2, 2023. No responses have been received from the letters or emails, as of the publication of this Initial Study.

Record Searches

As discussed in Section 2.2.5, Cultural Resources, a record search of the area of potential effects and a quarter-mile radius around the area of potential effects was conducted by staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System and completed on October 26, 2016. In October 2022, a second literature search was conducted by the staff at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System. The results of the record searches identified six historic era cultural resources within the record search radius.

As part of the effort to identify any tribal cultural resources that may be within the project area, a Sacred Lands File search was conducted by the Native American Heritage Commission in October 2016; a second search was conducted in November 2022. The search found no known tribal cultural

resources in or near the project site. Information regarding cultural resources can be found in Section 2.2.5, Cultural Resources, of this Initial Study.

Pedestrian Surveys

A pedestrian survey of the project was conducted on November 13, 2016 for all undeveloped ground surface areas within the original area of potential effects boundaries. A second pedestrian survey was conducted on November 20, 2022 within the revised area of potential effects boundaries. A third pedestrian survey, focused on the built environment, was conducted on May 3, 2023.

No archaeological resources, historic or prehistoric, were observed during the surveys. One historical resource—the Enterprise Canal—is within the area of potential effects and is assumed eligible for the purposes of this project with the Cultural Study Office concurrence. Cultural resources identified during the field survey are discussed in detail in Section 2.2.5, Cultural Resources, of this Initial Study.

Environmental Consequences (Questions a and b in the table)

As discussed above and in Section 2.2.5, Cultural Resources, record searches conducted by staff at the Southern San Joaquin Valley Information Center identified six previously recorded resources within the record search radius. No prehistoric archaeological resources were recorded during the pedestrian surveys.

The Native American Heritage Commission Sacred Lands File search was negative for sacred lands. The field surveys did not identify any tribal cultural resources, artifacts, or culturally modified soil indicators. No tribal cultural resources were identified as a result of the field survey, record searches or consultation. However, the Table Mountain Rancheria and Santa Rosa Rancheria Tachi Yokut Tribe indicated that the project is in an extremely sensitive area for tribal cultural resources. The Santa Rosa Rancheria Tachi Yokut Tribe deferred to the Table Mountain Rancheria to take the lead on consultation. The Table Mountain Rancheria requested that ground-disturbing construction be monitored by a tribal monitor. Therefore, the City of Clovis will retain the services of an approved Native American Tribal monitor. The project will follow best management practices and Tribal monitor recommendations during construction.

Avoidance and minimization measures CUL-1, TCR-1, and TCR-2 are provided in the event of an unanticipated discovery of tribal cultural resources during construction. Therefore, the project will have a less than significant impact on tribal cultural resources.

For a detailed description of archaeological and historical resources, refer to Section 2.2.5, Cultural Resources, of this document.

Avoidance and Minimization Measures

Implement Avoidance and Minimization Measure CUL-1, as described in Section 2.2.5, Cultural Resources.

TCR-1: The City of Clovis will retain the services of an approved Native American Tribal Representative, in coordination with the Table Mountain Rancheria, to conduct project monitoring during the disturbance of original earth by accomplishing the following tasks:

- The City of Clovis-contracted Native American Tribal Representative will advise the contractor during a preconstruction meeting and training of potentially significant cultural resources that require protection and avoidance;
- A Native American monitor will observe all natural-ground-disturbing construction activities; and
- There will be a Native American Tribal Representative during all project excavation of natural ground.

TCR-2: If any suspected Tribal cultural resources are discovered during ground-disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from Table Mountain Rancheria shall be immediately notified and shall determine if the find is a Tribal cultural resource (Public Resources Code Section 21074). The Tribal Representative will make recommendations for further evaluation and treatment:

- When avoidance is infeasible, preservation in place is the preferred option for mitigation of Tribal cultural resources, and every effort shall be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. Permanent curation of Tribal cultural resources will not take place unless approved in writing by the California Native American Tribe that is traditionally and culturally affiliated with the project area.
- The contractor shall implement any measures deemed by the City of Clovis to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate Tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal cultural resource may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

2.2.19 Utilities and Service Systems

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, City of Clovis General Plan, City of Clovis Public Utilities Recycling and Refuse, the following significance determinations have been made:

Question – Would the project:	CEQA Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

Affected Environment

The City of Clovis uses a combination of groundwater, surface water, and recycled water resources to serve commercial and residential areas, and public facilities. The City of Clovis' primary water supply is drawn from over 35 groundwater wells. The Fresno Irrigation District provides surface water to the City of Clovis, primarily from the Kings River. The City of Clovis Public Utilities Department uses this resource to recharge groundwater, develop potable water, and directly irrigate City of Clovis parks. The City of Clovis Public Utilities Department is the sole municipal water purveyor in the City of Clovis.

The City of Clovis Public Utilities Department provides wastewater service within the City of Clovis boundary. The majority of wastewater within the City of Clovis is discharged to the Fresno-Clovis Regional Water Reclamation Facility in southwest Fresno or to the Clovis Water Reuse Facility. Wastewater recycling and surface water treatment facilities in the area include the Fresno-Clovis Regional Wastewater Treatment Plant and Clovis'

Surface Water Treatment Plant; they provide water for non-potable water uses and recharging the groundwater basin, respectively.

Pacific Gas and Electric is the primary provider of electric service and natural gas in the City of Clovis' planning area. Land-line telephone services are provided by multiple carriers, including AT&T, Comcast, and Verizon. Television and internet services are provided by Comcast, AT&T, and satellite services.

Solid waste is collected by the City of Clovis Public Utilities Department. Collection of recycling and greenwaste is provided under contract by Republic Services. Four facilities in the Fresno area—three transfer stations and one inert debris engineered fill operation—accept construction and demolition debris. The Rice Road Recyclery and Transfer Station, which accepts construction and demolition debris, is at 10463 North Rice Road, Fresno, California 93650, approximately 9 miles northwest of the project site. The nearest landfill that accepts construction and demolition debris is Jefferson Inert Debris Engineered Fill Operation at 5550 South Maple Avenue, Fresno, California 93725, approximately 13 miles southwest of the project site.

Existing utilities are in the immediate vicinity of the project site. Surface and underground utilities include communication, gas, irrigation, water, sewer, and electrical lines.

Environmental Consequences (Questions a and d in the table)

Construction Impacts

Non-potable water use will be required for fugitive dust control during the construction of the project. See Section 1.6 and Section 2.2.3 for more information regarding fugitive dust control and best management practices. Water supplies, potable and non-potable, during construction are typically trucked to the site from the outside sources that supply water for construction activities. The need for additional water will cease upon construction completion. Potable water will be required during construction for workers. Typically, potable water is brought to the site in bottles or other vessels. Water use at the project site will cease upon completion of construction. No new or expanded water facilities will be required as a result of project construction.

During construction, port-a-potties are typically used; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; therefore, the project construction will not increase wastewater service demand during construction. No new or expanded facilities will be required.

Construction equipment will be powered by fuel, often diesel, or by generators brought to the project site for construction purposes. Therefore, the construction of the project will not result in the need for new or expanded utility services. Existing utilities that conflict with the project will be relocated. Underground relocation for the overhead utility along Tollhouse Road may be considered. In

addition, relocation may also be considered for two other surface utilities and one underground utility all along Tollhouse Road. As the project moves into final design, coordination with the appropriate utility companies will occur. It is not anticipated that these adjustments or relocations will result in any utility disruptions to customers, and relocations will occur within the project boundaries. Impacts are less than significant in this regard.

There will be no demolition of structures associated with the project. In conforming to existing facilities, existing concrete and asphalt will be removed; this debris will be properly disposed of at the nearest facility. The nearest facilities accepting construction debris are the Rice Road Recyclery and Transfer Station and the Jefferson Inert Debris Engineered Fill Operation, which have capacity to accommodate the project. Construction debris generated by the project will adhere to federal, state, and City of Clovis requirements pertaining to recycling and diversion of construction debris.

Operation Impacts

New light features added to the bridge will meet current energy standards and will not substantially increase the need for additional electrical power (refer to Section 2.2.6, Energy). Therefore, the project will not require the expansion or construction of new electrical facilities.

The project operations will not generate substantial amounts of solid waste beyond trash that trail users may inadvertently drop on the route. Operation impacts will be less than significant.

2.2.20 Wildfire

Considering the information in the Mini-Preliminary Environmental Analysis Report dated 2018, Environmental Scoping Memorandum dated October 2019, and California Department of Forestry and Fire Protection Fire Hazard Severity Zones Maps for Fresno County accessed December 2021, the following significance determinations have been made:

Question	CEQA Determination
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	
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

Question	CEQA Determination
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

2.2.21 Mandatory Findings of Significance

Question	CEQA Determination
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?	Less Than Significant Impact

Affected Environment

Per California Environmental Quality Act regulations and guidelines, Caltrans must summarize the findings of significance from earlier sections and consider potential cumulatively considerable effects for environmental impact reports. Even though this environmental document is an Initial Study and not an Environmental Impact Report, the potential for cumulatively considerable effects is analyzed below.

Environmental Consequences (Questions a, b, and c in the table)

Each resource within this Initial Study evaluates the project impacts and mitigates the impacts to less than significant. The information in Section 2.2.4, Biological Resources, analyzes the potential effects of the project on biological resources, including special-status wildlife species, including the western burrowing owl, Swainson’s hawk, California horned lark, and nesting migratory

birds. Section 2.2.4, Biological Resources, determined that impacts will be less than significant. The information in Section 2.2.5, Cultural Resources, and Section 2.2.18, Tribal Cultural Resources, analyzes possible project effects on cultural and tribal cultural resources, including the possibility of human remains. Section 2.2.5, Cultural Resources, and Section 2.2.18, Tribal Cultural Resources, determined that impacts will be less than significant.

The project approval is conditioned upon implementation of best management practices (Section 1.6) and avoidance and minimization measures (Sections 2.2.1 through 2.2.20). The project-related impacts are less than significant. In addition, the project will have no impact or less than significant impacts on human beings, as related to the resources analyzed in Sections 2.2.1 through 2.2.21. Therefore, with implementation of best management practices (Section 1.6) and avoidance and minimization measures (Sections 2.2.1 through 2.2.20), cumulative impacts are less than significant.

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
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September 2023

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 Comments and Responses

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

This appendix contains the comments received during the public circulation and comment period from June 24, 2024, to July 24, 2024, retyped for readability. The comment letters are stated verbatim as submitted, with acronyms, abbreviations, and any original grammatical or typographical errors included. A Caltrans response follows each comment presented. Copies of the original comment letters and documents can be found in this document.

A public notice in English and Spanish was posted in *The Business Journal* (a Fresno-based weekly newspaper that focuses on local business news in Fresno, Madera, Tulare and Kings counties) and *The Clovis Roundup* (a local community newspaper serving the Central Valley) on June 24, 2024. It stated the public review and comment period for the draft environmental document would run from June 24, 2024, to July 24, 2024, and gave instructions on where to access the document and related project material.

Two letters were submitted during the public circulation and comment period. Both comment letters are detailed below.

Comment from the California Highway Patrol

State of California Transportation Agency
Gavin Newsom, Governor
Department of California Highway Patrol
1380 East Fortune Avenue, Fresno, CA 93725
(559) 705-2200 (Phone)
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

July 17, 2024
File No.: 435.15726.19145.24-216

California Department of Transportation, District 6
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

RE: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE SCH#
2024061001

The California Highway Patrol (CHP) Fresno Area was requested to review and assess the State Route 168 Enterprise Canal Pedestrian Overcrossing Project, for any potential impact to local Area operations and public safety.

After review, there are concerns with the potential impact this project could have on traffic congestion, response time for calls for service, and the safe and legal operation of heavy trucks in the general area of State Route 168 and Temperance Avenue.

After review of the provided documents, the concerns relate to the proposed construction of building a bicycle/pedestrian overcrossing, located on State Route 168, east of North Temperance Avenue and south of Owens Mountain Parkway in Clovis, California. The CHP's interest in commenting surrounds the concern for the safe and legal operation of heavy trucks. Heavy trucks on local roadways and freeways will increase as materials and products are transported to, and from the area. We are hopeful engineers and supervisors on scene of the project will monitor and enforce site rules related to vehicle safety as CHP personnel work to assure compliance with California Vehicle Code provisions.

Response times for calls for service may increase due to the closure of State Route 168 and Toll House Road. CHP and other emergency personnel would be required to use alternate routes of Temperance Avenue and Herndon Avenue for any calls for service east of the closure. Combined with the increased traffic congestion associated with a freeway closure, utilizing the alternate routes could extend response time. This project could have an impact on local Area operations due to the increased traffic congestion from the closure of traffic lanes, which could necessitate the need for additional traffic control measures to mitigate the potential increase in crashes within our jurisdiction.

Also, other concerns are Temperance Avenue, Tollhouse Road and Shepherd Avenue are not a designated truck route. The roundabout located at Temperance Avenue and Owens Mountain Parkway has two designated lanes, but trucks may need to use both to continue North on the proposed detour. The Area request Caltrans to determine if the bridge over Enterprise Canal on Tollhouse Road is suitable for heavy trucks.

If you have any questions, or if you need additional information, please contact the California Highway Patrol, Sergeant Miguel Andrade, ID 19145, at (559) 705-2200.

Sincerely,

A. MATULONIS, Captain Commander

Enclosure

cc: Central Division

Caltrans Response to Comment 1: Thank you for your letter in response to the Initial Study with Proposed Negative Declaration for the State Route 168 Enterprise Canal Pedestrian Overcrossing Project.

Caltrans acknowledges the California Highway Patrol's concern about safe and legal operation of heavy trucks during project construction activities. Project contractors must have California-licensed drivers and vehicles that must comply with California Vehicle Code. Caltrans, the City of Clovis, and the contractor will work together to enforce site rules, Caltrans Standard Specifications, and best management practices related to vehicle safety. No revisions to the Initial Study with Proposed Negative Declaration are necessary based on the comments received from California Highway Patrol. The letter has been conveyed to our design and traffic handling teams.

Caltrans Response to Comment 2: Caltrans acknowledges the California Highway Patrol's concern about a potential increase in emergency response times due to closures of State Route 168 and Tollhouse Road, the length of detour routes, and the potential that detour roads and bridges are not designated truck routes or suitable for heavy trucks. Sections 2.2.15, Public Services, and 2.2.17, Transportation, of this Initial Study discuss and analyze detours and roadway closures that could temporarily affect passenger vehicles, heavy trucks, and emergency access in the project area. The expected construction detour for this project is approximately 1.2 miles. One direction of traffic would be maintained on State Route 168 throughout construction. The westbound State Route 168 off-ramp to North Temperance Avenue would be closed for up to three months for bent construction.

A series of three nighttime closures for one week (Monday through Friday) or one weekend in each direction on State Route 168 will be required for placement of girders over the freeway. Detours and lane/ramp closures will be finalized and coordinated with law enforcement (Clovis Police Department, Fresno County Sheriff's Department, California Highway Patrol), fire protection services (Clovis Fire Department, Fresno County Fire Protection District), and other medical and emergency service providers prior to the start of project construction. This will allow for adjustments in the detour route(s), if necessary, for heavy trucks or other vehicles, including emergency services. In addition, these closures will occur during nighttime or weekend hours, when traffic volumes are lower than weekday traffic volumes.

As mentioned in Sections 2.2.9, Hazards and Hazardous Materials, 2.2.15, Public Services, and 2.2.17, Transportation, a Standard Construction Period Emergency Access Plan and a Traffic Handling Plan will be prepared so that lane shifts, lane/ramp closures, construction activities, and construction equipment do not conflict with other vehicles, including emergency vehicles, moving through the project site. Both of these plans will be prepared in coordination with the Clovis Police Department, Fresno County Sheriff's Department, California Highway Patrol, Clovis Fire Department, and Fresno County Fire Protection District. During the preparation and coordination of these plans, revisions (i.e., ensure that roads are designated truck routes) to the construction detour routes based on the feedback received will occur. In addition, the project will comply with Caltrans Standard Specifications,

including Section 12, Temporary Traffic Control. No revisions to the Initial Study with Proposed Negative Declaration are necessary based on the comments received from the California Highway Patrol.

Comment from the California Department of Fish and Wildlife

State of California Natural Resources Agency
Gavin Newsom, Governor
Department of Fish and Wildlife
Charlton H. Bonham, Director
Central Region
1234 East Shaw Avenue
Fresno, California 93710
www.wildlife.ca.gov

July 18, 2024
Trais Norris
California Department of Transportation
2015 West Shields Avenue, Suite 100
Fresno, California 93726

Subject: State Route 168 Enterprise Canal Pedestrian Overcrossing Project (EA 06-0U840) (Project) Initial Study with Proposed Negative Declaration
State Clearinghouse No. 2024061001

Dear Trais Norris:

The California Department of Fish and Wildlife (CDFW) received an Initial Study with Proposed Negative Declaration from the California Department of Transportation (Caltrans) for the above referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the state (Fish & G. Code, §711.7, subd. (a) & 1802; Pub. Resources Code, §21070; CEQA Guidelines §15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, §1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency

environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, §21069; CEQA Guidelines, §15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, §1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in take as defined by state law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, §2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

In this role, CDFW is responsible for providing, as available, biological expertise during public agency environmental review efforts (e.g., CEQA), focusing specifically on project activities that have the potential to adversely affect fish and wildlife resources. CDFW provides recommendations to identify potential impacts and possible measures to avoid or reduce those impacts.

Bird Protection: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

Unlisted Species: Species of plants and animals need not be officially listed as Endangered, Rare, or Threatened (E, R, or T) on any state or federal list to be considered E, R, or T under CEQA. If a species can be shown to meet the criteria for E, R, or T, as specified in the CEQA Guidelines, section 15380, CDFW recommends it be fully considered in the environmental analysis for the Project.

PROJECT DESCRIPTION SUMMARY

Proponent: Caltrans

Objective: The Project will construct a pedestrian bridge overcrossing spanning State Route (SR) 168, extending the Enterprise Canal Trail south of State 168 and provide direct pedestrian access to the Clovis Community Hospital Complex. The proposed bridge would be approximately 18-foot wide and 460-foot long, provide a minimum vertical clearance of 18.5 feet with a combined approach length of approximately 1,100 feet north and south of the bridge. The approaches would consist of embankment fill, retaining walls, and approach structures.

Location: The proposed project is located on SR 168, east of North Temperance Avenue and south of Owens Mountain Parkway, at post mile R9.5, within the City of Clovis.

Timeframe: Project construction is estimated to occur from Spring 2026 to Spring 2028.

I. COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist Caltrans in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

Based on the Project location and proposed Project activities in the Initial Study, CDFW is concerned regarding potential impacts to special-status species, including but not limited to, the state-threatened Swainson's hawk (*Buteo swainsoni*).

Swainson's Hawk (SWHA):

SWHA are known to breed within the Central Valley of California and prefer to nest and forage in alfalfa, fallow fields, field crops, and grassland habitats with a sufficient source of small mammals (CDFG 1994). Based on aerial imagery, there are trees and structures located within the vicinity of the Project area that may provide suitable nesting habitat. Therefore, CDFW recommends a qualified biologist conduct surveys for nesting SWHA following the entire survey methodology developed by the SWHA Technical Advisory Committee (2000) as part of the biological technical studies conducted in support of the Initial Study. Depending on the time between the survey efforts conducted in support of the Initial Study and project construction, CDFW recommends additional surveys, following the survey methodology developed by the SWHA Technical Advisory Committee, be repeated the survey season immediately prior to construction. If Project-specific activities will take place during the SWHA nesting season (i.e., March 1 through September 15), and active SWHA nests are present, CDFW recommends a minimum ½-mile no-disturbance buffer be delineated and maintained around each nest, regardless of whether it was detected by surveys or observed incidentally.

These buffers would remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival, to prevent nest abandonment and other take of SWHA as a result of Project activities. In the event an active SWHA nest is detected, and a ½-mile no-disturbance buffer is not feasible, consultation with CDFW is warranted to discuss how to implement the Project and avoid take. If take cannot be avoided, take authorization through the acquisition of an Incidental Take Permit, pursuant to

Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA.

II. EDITORIAL COMMENTS AND/OR SUGGESTIONS

Lake and Streambed Alteration Agreement: Project activities that will substantially change the bed, bank, and channel of streams and associated wetlands are subject to CDFW's regulatory authority pursuant Fish and Game Code section 1600 et seq. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may (a) substantially divert or obstruct the natural flow of any river, stream, or lake; (b) substantially change or use any material from the bed, bank, or channel of any river, stream, or lake; (c) deposit debris, waste or other materials that could pass into any river, stream, or lake. "Any river, stream, or lake" includes those that are ephemeral or intermittent as well as those that are perennial. It is important to note that if Project activities require notification, CDFW is required to comply with CEQA in the issuance of a Lake or Streambed Alteration (LSA) Agreement; therefore, if the CEQA document approved for the Project does not adequately describe the Project and its impacts, a subsequent CEQA analysis may be necessary for LSA Agreement issuance. Additional information on notification requirements is available through the Central Region LSA Program at (559) 243-4593 or R4LSA@wildlife.ca.gov and the CDFW website: <https://wildlife.ca.gov/Conservation/LSA>.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDDB. The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, §753.5; Fish and Game Code, §711.4; Pub. Resources Code, §21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the Project to assist Caltrans in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (<https://www.wildlife.ca.gov/Conservation/Survey-Protocols>). If you have any questions, please contact Grant Piepkorn, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 807-1459, or by electronic mail at Grant.Piepkorn@wildlife.ca.gov.

Sincerely,

Sarah Paulson

For: Julie A. Vance Regional Manager

References:

California Department of Fish and Game. 1994. Staff report regarding mitigation for impacts to Swainson's hawks (*Buteo swainsoni*) in the Central Valley of California.

Swainson's Hawk Technical Advisory Committee. 2000. Recommended timing and methodology for Swainson's hawk nesting surveys in California's Central Valley. Swainson's Hawk Technical Advisory Committee.

Caltrans Response to Comment 1: Thank you for your letter in response to the Initial Study with Proposed Negative Declaration for the State Route 168 Enterprise Canal Pedestrian Overcrossing Project. The letter has been conveyed to our design team.

Caltrans acknowledges your concerns about potential impacts to the Swainson's hawk during project construction activities. Section 2.3.4, Biological Resources, of this document analyzes potential project impacts to the Swainson's hawk and provides Avoidance and Minimization Measure BIO-2, which outlines the requirements regarding pre-construction surveys and steps to take if nesting birds are identified. Steps taken will be conducted in accordance with the Swainson's Hawk Technical Advisory Committee to protect this species, if the hawk is found on the project site. In addition, BIO-2 requires worker environmental awareness training to instruct construction workers on how to recognize Swainson's hawks and their habitats. Revisions to the Initial Study with Proposed Negative Declaration are not required based on this comment.

Caltrans Response to Comment 2: Caltrans acknowledges the requirements for a Section 1600 et seq. permit if a lake or streambed is altered due to project implementation. The project will not include alterations to a lake or streambed. Therefore, the project will not require a permit under

Section 1600 et. seq. Revisions to the Initial Study with Proposed Negative Declaration are not required based on this comment.

List of Technical Studies Bound Separately

Biggs Cardosa Associates. 2020. Visual Impact Assessment.

Cogstone Resource Management. 2017. Archaeological Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California.

Cogstone Resource Management. 2017. Historic Property Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project.

Dewberry. 2022. Addendum to the Natural Environment Study (Minimal Impact) – State Route 168/Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. Air Quality Technical Memorandum for the SR 168 Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. Noise Technical Memorandum for the SR 168 Enterprise Canal Pedestrian Bridge Project.

Dewberry. 2022. State Route 168/Enterprise Canal Pedestrian Bridge Project – Addendum to the 2016 Initial Site Assessment.

Dewberry. 2023a. Supplemental Historic Property Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project.

Dewberry. 2023b. Supplemental Archaeological Survey Report for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California.

Dewberry. 2023c. Finding of No Adverse Effect for the Enterprise Canal/State Route 168 Pedestrian Bridge Project, Clovis, Fresno County, California

Krazan and Associates, Inc. 2016. Hazardous Waste Initial Site Assessment.

LSA Associates, Inc. 2017. Natural Environment Study (Minimal Impacts) – State Route 168/Enterprise Canal Pedestrian Bridge Project.

Note: Many state and federal laws limit the disclosure of sensitive cultural and tribal resource information to the public. Additional information regarding confidentiality of these resources can be found in the Standard Environmental Reference Volume 2 in Section 3.4.13 and Section 5.3.6.

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to:

Trais Norris, Senior Environmental Planner
District 6 Environmental Division
California Department of Transportation
2015 E. Shields Avenue, Suite 100
Fresno, CA 93726

Or send your request via email to: trais.norris@dot.ca.gov

Or call: (559) 320-6045

Please provide the following information in your request:

Project title: State Route 168 Enterprise Canal Pedestrian Overcrossing Project

General location information: City of Clovis, Fresno County, California

District number-county code-route-post mile: District 06–FRE–168

EA/Project ID number: EA 06-0U840/EFIS Project ID 0616000055