

Visalia Median Barriers

On State Route 198 in the City of Visalia north of the Visalia Airport, and
from Akers Street to 0.2 mile east of County Center Drive

06-TUL198-PM R4.2/R4.9 and PM 6.8/8.3

Project No. 06-1400-0001 EA 06-0R050

SCH Number 2015011047

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation

May 2015



General Information About This Document

What's in this document:

Throughout this document, a vertical line in the margin indicates a content change made since the draft document circulation. Minor editorial changes and clarifications have not been so indicated.

This document contains a Mitigated Negative Declaration, which examines the environmental effects of a project on State Route 198 in the City of Visalia in Tulare County, California.

The Initial Study with Proposed Mitigated Negative Declaration was circulated to the public from February 3 to March 5, 2015. No comments were received on the document, and no one requested a public hearing.

What happens after this:

The proposed project has completed environmental compliance under the California Environmental Quality Act after the publication of this document and filing of the Notice of Determination with the Office of Planning and Research, State Clearinghouse. Once funding is approved, the California Department of Transportation can design and construct the project.

This document can be accessed electronically at the following website:
<http://www.dot.ca.gov/dist6/environmental/envdocs/d6/>

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Michelle Ray, Senior Environmental Planner, Division of Environmental Analysis, California Department of Transportation, 855 M Street, Suite 200, Fresno, CA 93721; phone (559) 445-5286 (Voice), or use California Relay Service 1 (800) 735-2929 (TTY), 1 (800) 735-2929 (Voice), or 711.

06-TUL-198-PM R4.2/R4.9 and PM 6.8/8.3
Project No. 06-1400-0001
SCH No. 2015011047

Construct median barriers on State Route 198 in the City of Visalia north of the Visalia Airport
and from Akers Street to 0.2 mile east of County Center Drive

**INITIAL STUDY
with Mitigated Negative Declaration**

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

THE STATE OF CALIFORNIA
Department of Transportation

05/26/15

Date of Approval



Michelle Ray
Senior Environmental Planner
California Department of Transportation

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

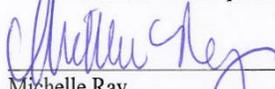
The California Department of Transportation (Caltrans) will construct median barriers at two locations on State Route 198 in the City of Visalia in Tulare County. A concrete median barrier will be installed at Location 1, which extends from 0.6 mile west of Road 80 to Road 80 (Plaza Drive), from post mile R4.2 to R4.9. High tension cable median barrier will be installed in the freeway median at Location 2, which extends from Akers Street to 0.2 mile east of County Center Drive (from post mile 6.8 to post mile 8.3).

Determination

This project will have no effect on: agriculture and forest resources, air quality, cultural resources, paleontological resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, and utilities and sewer systems.

In addition, the project will have no significantly adverse effect on aesthetics and biological resources because the following mitigation measures will reduce potential effects to insignificance:

- Aesthetics- Caltrans will either install replacement planting of oak trees within the limits of Location 1 or else will pay in-lieu fees to the City of Visalia (or designee) to mitigate for removing one valley oak tree (21 inches in diameter at breast height) and two non-native ash trees.
- San Joaquin kit fox- Standard special provisions will be included in the construction contract in order to minimize potential impacts to San Joaquin kit fox.



Michelle Ray
Senior Environmental Planner
California Department of Transportation
District 6

05/26/15

Date

Project Description and Background:

Note: Pursuant to (State) Division 13, California Public Resources Code—This project documentation has been prepared in compliance with the California Environmental Quality Act (CEQA). A Categorical Exclusion has been signed for National Environmental Policy Act (NEPA) compliance.

Project Title:	Visalia Median Barriers
Lead Agency Name and Address:	California Department of Transportation (Caltrans) 1352 West Olive Avenue, Fresno, CA 93778
Contact Person and Telephone Number:	Michelle Ray (559) 445-5286
Project Location:	On State Route 198 north of the Visalia Airport and from Akers Street to 0.2 mile east of County Center Drive
Description of Project:	<p>The California Department of Transportation (Caltrans) will construct median barriers at two locations on State Route 198 in the City of Visalia in Tulare County. A concrete median barrier will be installed at Location 1 for a distance of 0.7 mile from 0.6 mile west of Road 80 to Road 80 (Plaza Drive), (post mile R4.2 to R4.9). A high tension cable median barrier will be installed in the freeway median for 2.5 miles at Location 2, from Akers Street to 0.2 mile east of County Center Drive (post mile 6.8 to post mile 8.3).</p> <p>At Location 1, the project will construct approximately 3,700 linear feet of concrete median barrier (Type 60). Twenty-four Type “S” wildlife passageways will be installed approximately every 148 feet along the barrier. In addition, the project will pave the median, widen the inside shoulders to five feet (current standard), upgrade metal beam guardrail and end treatments, modify an existing drainage system, install one vehicle classification station in the pavement, and add ground-in rumble strips on the inside and outside shoulders in both directions of travel. At Location 2, this project will construct approximately 7,920 linear feet of four strand high tension cable median barrier along the existing median, modify two existing vehicle classification stations, install a permanent changeable message sign, upgrade metal beam guardrail and end treatments, and install ground-in rumble strips on the inside and outside shoulders in both directions of travel.</p> <p>Typical Cross Sections of the median barriers are shown in Appendix A. An example of a four strand high tension cable median barrier is depicted in Appendix B. Photos of the project area are shown in Appendix C.</p> <p>The purpose of this project is to prevent errant vehicles from crossing the freeway median and hitting oncoming vehicles. This is a safety project. All work will be within Caltrans right</p>

	<p>of way.</p> <p>Construction is planned to begin in early April 2017 and to be completed in early June 2017. Construction is expected to take approximately 50 days to complete. At Location 1; lane closures will be needed for grading and paving the median and for the concrete barrier construction for most of the project duration. At Location 2, intermittent lane closures of one or two days may be required. However, because lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes, during daytime hours, intermittent night time work is anticipated for most of the project duration.</p>
Surrounding Land Uses and Setting:	<p>Location 1 is adjacent to the Visalia Airport on the south side and highway commercial businesses near Plaza Drive. On the north side of the freeway are vacant lots and a few businesses. Location 2 is mostly the below grade area of the freeway in the middle of the city. Surrounding land uses are urban: residential, commercial, and governmental.</p>
Other Public Agencies Whose Approval is Required:	<p>The U.S. Fish and Wildlife Service concurred with Caltrans' determination that the project may affect, but is not likely to adversely affect the San Joaquin kit fox on March 26, 2015.</p>

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project. Please see the CEQA checklist for additional information. Any boxes *not* checked represent issues that were considered as part of the scoping and environmental analysis for the project, but for which no adverse impacts were identified; therefore, no further discussion of those issues are in this document.

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Paleontology	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems
<input type="checkbox"/>	Mandatory Findings of Significance				

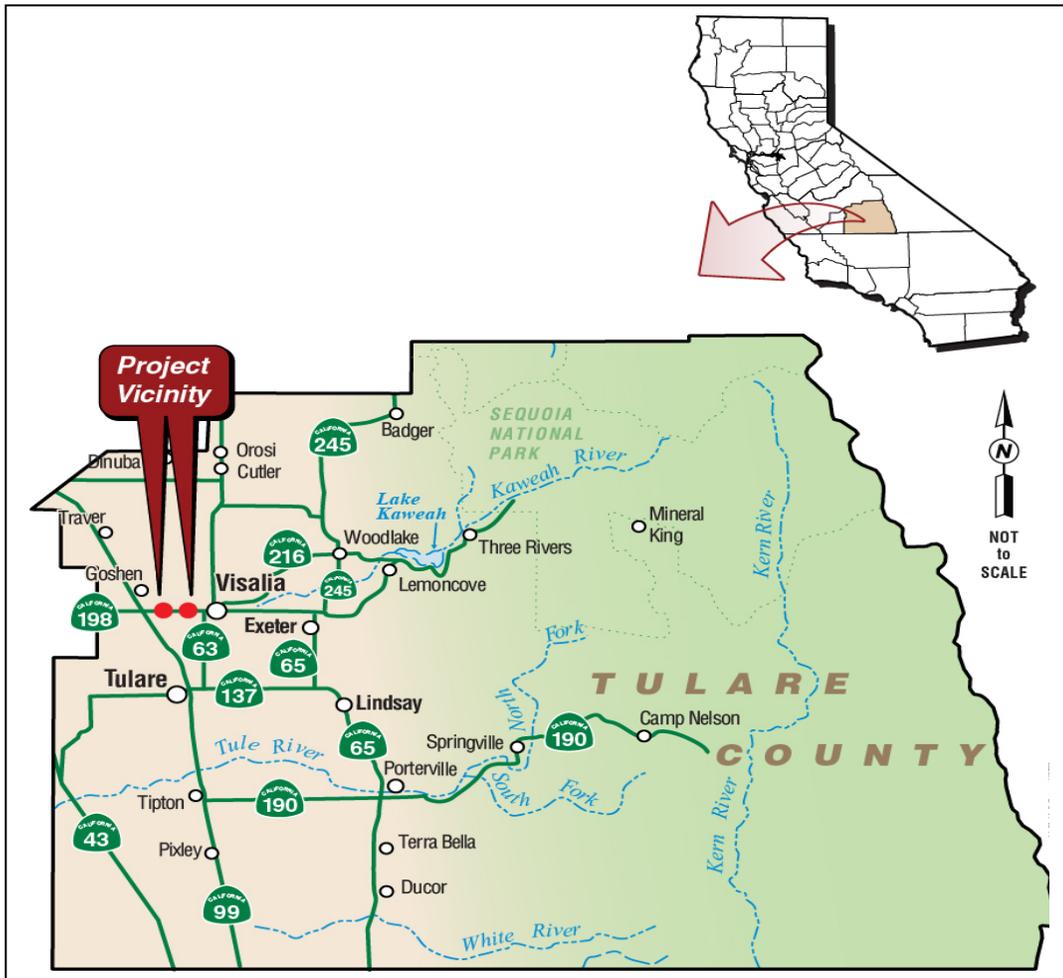


Figure 1-1 Project Vicinity Map

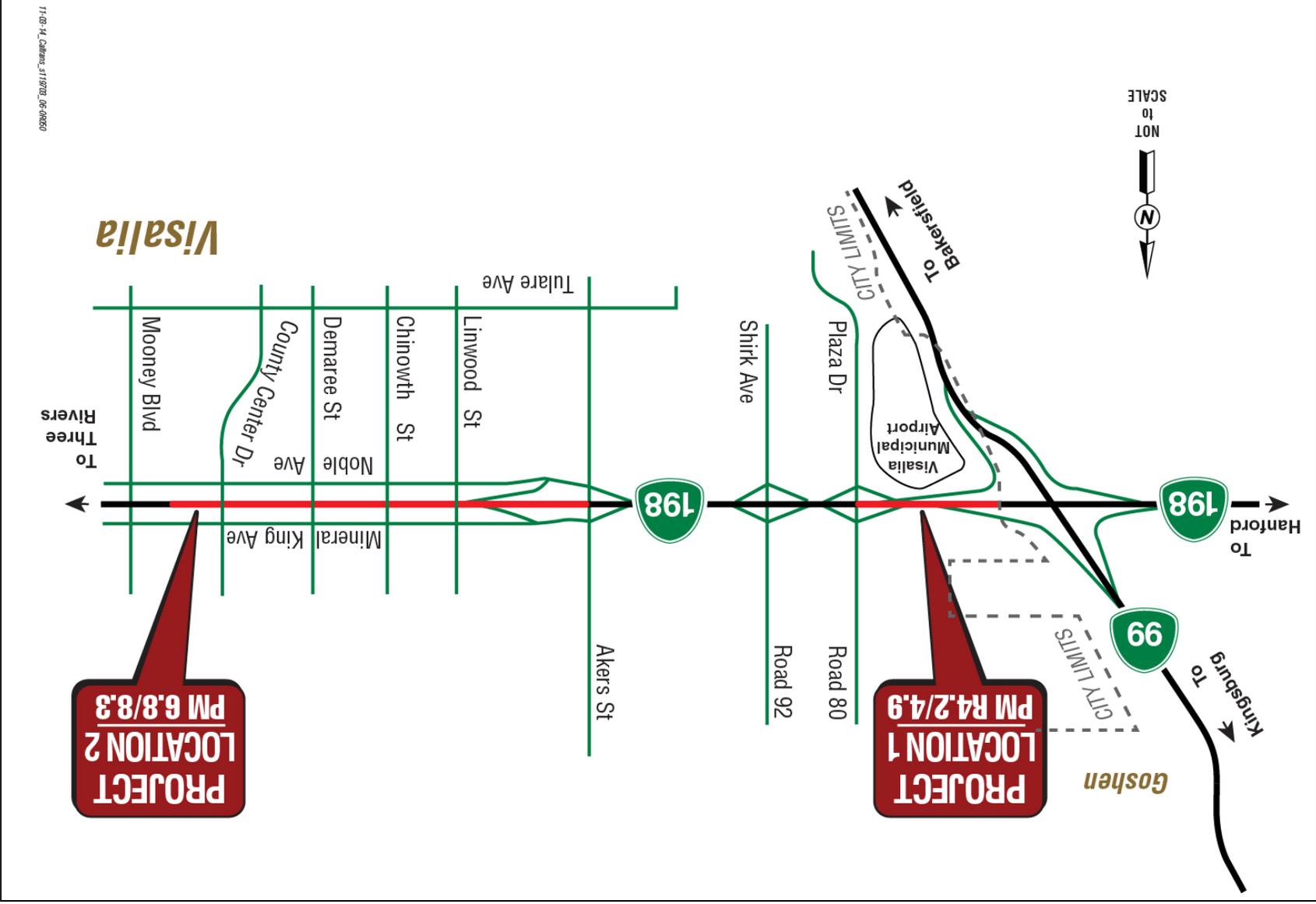


Figure 1-2 Project Location Map

CEQA Environmental Checklist

06-TUL-198

R4.2/R4.9 and 6.8/8.3

06-1400-0001

Dist.-Co.-Rte.

P.M/P.M.

Project ID#

This checklist identifies physical, biological, social and economic factors that might be affected by the project. In many cases, background studies performed in connection with the projects indicated no impacts. A NO IMPACT answer in the last column reflects this determination. Where a clarifying discussion is needed, the discussion either follows the applicable section in the checklist or is placed within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA—not NEPA—impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

See **Additional Explanations for Questions in the Impacts Checklist** that follows this checklist.

II. 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, Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

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

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

IV. BIOLOGICAL RESOURCES: Would the project:

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 or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>

See **Aesthetics** in **Additional Explanations for Questions in the Impacts Checklist** that follows this checklist regarding the Visalia Oak Tree ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
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See **Additional Explanations for Questions in the Impacts Checklist** that follows this checklist for discussion of threatened and endangered species.

V. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

If applicable, an assessment of greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans' determination that in the absence of further regulatory or scientific information related to greenhouse gas emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

See **Additional Explanations for Questions in the Impacts Checklist** that follows this checklist for discussion of the floodplain.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XV. RECREATION:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X

Additional Explanations for Questions in the Impacts Checklist

I. Aesthetics (checklist question c, and question IV.e)

Affected Environment

A Visual Impact Assessment was completed for this project in January 2015. The assessment followed the guidance outlined in the publication Visual Impact Assessment for Highway Projects issued by the Federal Highway Administration in March 1981.

Visual impacts are determined by identifying visual resources in the project area, determining the amount of change that would occur as a result of the project, and predicting how the affected public would respond to or perceive those changes.

The project location and setting provide the context for determining the type of changes to the existing visual environment.

At Location 1, the freeway is for the most part at grade throughout the project limits. The 32-foot wide median is unpaved and unimproved. No median barrier separating opposing traffic exists at this location. Outside of the edge of the traveled way, along the roadside in both directions are numerous oak trees and other plantings. The land use is mostly rural or agricultural, and includes a few scattered light industrial businesses. Visalia Municipal Airport is located just south of State Route 198 and east of State Route 99.

At Location 2, the freeway is located in an urban area, and is below grade except near Akers Street. The 60-foot wide median is unpaved and does not include a median barrier. The surrounding land uses include commercial, residential, and light industrial businesses. Highway planting, trees, shrubs, and groundcover exists along the freeway within most of the project limits at this location beyond the edge of the traveled way. No planting exists within the median.

Viewers include highway users while they are traveling on the freeway in either direction within the project limits.

VISUAL RESOURCES AND RESOURCE CHANGE

Visual resources of the project setting were defined and identified by assessing visual character and visual quality in the project corridor.

Visual resources at Location 1 include three trees in the median and numerous trees beyond the edge of traveled way on both side of the freeway. The three median trees are approximately 35 feet in height. The location, diameter at breast height and species of trees to be removed are:

- post mile 4.28 - one valley oak tree of 21 inches in diameter at breast height
- post mile 4.38 - one ash tree of 21 inches in diameter at breast height

- post mile 4.53 - one ash tree of 23 inches in diameter at breast height

The removal of the median trees is expected to have a low to moderate effect on the visual character and quality of Location 1.

At Location 2, the addition of the high tension cable barrier, a changeable message sign, and other improvements are not expected to affect the visual character or visual quality.

Resource change is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after the construction of the proposed project.

At Location 1, the installation of a concrete median barrier will likely create a more urban look within the project limits. Application of an aesthetic treatment such as stain or texture to the barrier would soften the urban look of the barrier.

Removal of the three median trees will affect this existing visual resource. However, removal of the trees will not create an environment devoid of vegetation in the project limits as numerous mature trees exist beyond the edge of traveled way in both directions within the project limits.

At Location 2, the land use is urban within the project limits. The freeway dips below grade just east of Akers Road. Visual resources include textured retaining walls and highway planting within the project limits.

The addition of the high tension cable barrier, changeable message sign, and other improvements is not expected to change the visual environment.

VIEW AND VIEWER RESPONSE

The viewers at Location 1 and 2 are the highway travelers who have views from the road.

At Location 1, a low to moderate viewer response may occur due to the planned removal of three mature trees in the existing median at the westerly entrance to the City of Visalia. Installation of a Type 60 concrete median barrier may cause a low to moderate visual change, although adding aesthetic treatment may soften the urban look. Along California highways, median barriers are not unexpected installations.

At Location 2, no negative viewer response is expected to the installation of high tension cable barrier, changeable message sign, and other improvements at this location. The facility is in an urbanized area and the planned improvements are expected elements to highway travelers.

State Route 198 is listed as Eligible Scenic in the State of California Streets and Highways Code within the project limits, but it has not yet been officially designated as a Scenic Highway. Special consideration must be given to protecting the visual

environment of the corridor, and providing replacement planting within the corridor when feasible. Oak trees are considered scenic resources by the City of Visalia.

At Location 1, highway users will likely notice installation of the concrete barrier more than the removal of the trees. Concrete median barriers are not unexpected along freeways.

At Location 2, although highway users would notice the addition of a median barrier it would not be unexpected in this urban environment.

Although the removal of the trees will be visually noticeable, the public is less likely to be concerned about this if additional trees are planted in the corridor. The traveling public is likely to be aware that median barriers can improve safety and mobility for highway travelers, which may also lessen viewer's potential objections to the change in the quality of the view.

Environmental Consequences

Although State Route 198 is eligible to be a state scenic highway it has not yet been officially designated as such.

The City of Visalia Oak Tree Mitigation Policy, issued in 2007, provides guidance on protecting and preserving valley oak trees within the city limits.

Two options for replacement planting for removal of one valley oak tree and two ash trees have been identified by Caltrans landscape architects in consultation with the Urban Tree Foundation of Visalia. The first option would be to find areas in Caltrans right of way within the limits of Location 1 with enough space to plant more trees. This option would minimize the visual impacts caused by the project at Location 1.

The Urban Tree Foundation recommended that the non-native ash trees be replaced with native oak trees, and Caltrans Landscape Architecture agreed.

If suitable locations for tree planting are not identified in the vicinity of the project, the other option is to pay the City of Visalia, or designee, the value of each tree removed, the money being earmarked for the planting and establishment of oak trees.

Caltrans Landscape Architecture uses the International Society of Arboriculture standards to calculate tree replacement values. This evaluation results in a higher dollar valuation than is required by the City of Visalia Oak Tree Mitigation Policy formula. The replacement value was determined to be \$12,000 for the 21-inch diameter at breast height valley oak, \$2,500 for the 21-inch diameter at breast height ash tree, and \$3,000 for the 23-inch diameter at breast height ash tree.

The second option would increase the number of oak trees in the community but would not minimize visual impacts in the immediate vicinity of the project.

In addition, Caltrans Landscape Architecture has recommended implementing an aesthetic treatment to the concrete median barrier consistent with community

identification themes generated by the community on recent State Route 198 highway improvement projects. The median aesthetic would be designed and implemented with the agreement of the District 6 Landscape Architect, community advocates, and the City of Visalia.

Avoidance, Minimization, and/or Mitigation Measures

This project will either:

- install replacement planting of oak trees within the project limits at Location 1
- or Caltrans will pay in-lieu fees to the City of Visalia or designee for mitigation for tree removal

Caltrans Landscape Architecture will confer with the City of Visalia during the Plans, Specifications, and Estimates phase of the project to determine possible options for aesthetic treatments on the concrete barrier.

IV. Biological Resources (checklist question a)

Threatened and Endangered Species

Affected Environment

A Natural Environment Study (Minimal Impacts) was completed for this project in January 2015.

Federal, State of California and California Native Plant Society species lists are located in Appendix D. Caltrans' Federal Endangered Species Act determinations are listed in Appendix E.

Two special status species are assumed to occur in or near the project locations, the San Joaquin kit fox and Swainson's hawk.

A Biological Assessment was completed for the project and was submitted to the U.S. Fish and Wildlife Service on February 24, 2015, initiating informal consultation. The U.S. Fish and Wildlife Service concurred with Caltrans' determination that the project may affect, but is not likely to adversely affect the San Joaquin kit fox on March 26, 2015. See Appendix H for the U.S. Fish and Wildlife Service concurrence letter.

San Joaquin kit fox (*Vulpes macrotis mutica*)

The San Joaquin kit fox is a federally endangered and state threatened species. The San Joaquin kit fox is the smallest fox in North America, with an average body length of 20 inches and weight of about five pounds. They have large ears that are set close together, a slim body, and a long, bushy, black-tipped tail that is carried low and straight. Their coat ranges from a buff tan during summer months to a silver-gray in the winter.

San Joaquin kit foxes are active year-round and inhabit grassland, scrubland, oak woodland, alkali sink scrubland, vernal pool, and alkali meadow communities. They are present, but generally less abundant, in agricultural landscapes such as row crops, irrigated pastures, orchards, and vineyards. These foxes require underground dens for temperature regulation, shelter, predator avoidance, and reproduction. San Joaquin kit foxes typically dig their own dens located in loose soils on slopes less than 40 degrees, but also commonly modify existing burrows. They have also been known to use human-made structures (culverts or abandoned pipelines) as den sites.

No potential denning or foraging habitat for San Joaquin kit fox exists within the median of State Route 198 west of Road 80 (Plaza Drive). Location 1 could provide a potential crossing for these foxes.

California Natural Diversity Database records indicate sightings of San Joaquin kit fox in the Visalia-Goshen area, within approximately 4 miles of Location 1, but these records are from 1975. Caltrans biologists performed spotlighting surveys for San Joaquin kit fox within 2 miles of Location 1 in 2000 and 2014. The 2000 survey detected three occurrences of San Joaquin kit fox approximately 1.5 miles north and 1.75 miles northeast of the project area. No San Joaquin kit foxes were detected during the six spotlighting surveys performed for this project in 2014, but three sightings of grey foxes (*Urocyon cinereoargenteus*) were observed in the same general area as the 2000 San Joaquin kit fox sightings.

No San Joaquin kit fox were observed in the Location 1 project area during the reconnaissance survey on November 6, 2014 or the spotlighting surveys conducted in August 2014. No signs of tracks, scat, or road kill were observed during surveys, nor is there a history of sightings or road kill at this location.

Well-maintained chain link fences are located both along the edge of the Visalia Municipal Airport property on the south side of the highway, and along the edge of right-of-way on the north side. Although San Joaquin kit fox could burrow under such a fence, the fence does impede the movement of wildlife across the highway corridor at the project site.

Due to the completely urban setting and lack of documented occurrences no San Joaquin kit fox spotlighting surveys were performed in and around the area of Location 2.

Swainson's hawk (*Buteo swainsoni*)

Swainson's hawk, a state threatened species, is a summer migrant in the Central and Sacramento Valley, Klamath Basin, northeastern Plateau, and Lassen, Kern, Mono, and Inyo Counties. Individuals migrate north to California in March through May and return to South America in September through October.

The Swainson's hawk breed and forage in large expanses of grasslands and agricultural lands, including alfalfa fields. They nest in tall trees such as oaks, cottonwoods, walnuts, and willows, usually near rivers or streams adjacent to their

foraging areas. They usually prey on small mammals (especially voles), lizards, birds, and insects. Formerly abundant in California, their population has declined due to loss of nesting and foraging habitat.

California Natural Diversity Database records indicate Swainson's hawks were nesting at several locations along State Route 198 in 2012, the nearest being approximately 2.5 miles west of the project site. No Swainson's hawks were observed in the project area during the reconnaissance survey on November 6, 2014. Potential nest trees are present along the edge of Caltrans right-of-way on State Route 198 at Location 1, and open fields that could provide suitable foraging habitat are located just north of State Route 198.

Environmental Consequences

San Joaquin kit fox (Vulpes macrotis mutica)

The new concrete median barrier will be continuous throughout the length of Location 1. Twenty-four Type "S" wildlife passages will be installed approximately every 148 feet along the barrier. The Type "S" passage is a 9-inch radius semi-circular hole formed in the base of the concrete barrier at the time the concrete barrier is poured. The hole is large enough to allow a San Joaquin kit fox or other small animal to pass through the barrier. Installing the passages will reduce the potential danger to these animals crossing the freeway if they attempted to do so.

Caltrans has determined that, with implemented avoidance and minimization measures, the project *may affect*, but is *not likely to adversely affect* the San Joaquin kit fox and the U.S. Fish and Wildlife Service concurred with this determination on March 26, 2015. No habitat would be affected by construction of the project. The concrete median barrier would increase the difficulty for San Joaquin kit fox to cross the highway, however wildlife passages in the median barrier would minimize the increased difficulty, and there is a low potential that San Joaquin kit fox actually would cross the highway at the project site.

Swainson's hawk (Buteo swainsoni)

This project is expected to have no effect on Swainson's hawk.

While Swainson's hawks are known to nest in this region, they have not been observed in proximity to the actual project site. Many other trees are located along both sides of the highway in this area and around the Plaza Drive Overcrossing. The removal of the three trees in the median strip would not measurably reduce potential nesting habitat within the project area.

Avoidance, Minimization, and/or Mitigation Measures

San Joaquin kit fox (Vulpes macrotis mutica)

Caltrans will implement the following measures to reduce the potential for effects to the San Joaquin kit fox:

1. Preconstruction /pre-activity surveys will be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities. Surveys for the San Joaquin kit fox and its dens will be performed throughout the project footprints at Locations 1 and 2, as well as within a 200-foot radius of each footprint, as feasible.
2. A qualified biologist(s) will conduct an environmental awareness training program for all construction personnel covering the status of the San Joaquin kit fox, the importance of avoiding impacts to the species, and the penalties for not complying with minimization requirements. New construction personnel who are added to the project after the training is first conducted also will be required to take the training.
3. A qualified biologist(s) will be present on-site in the event that preconstruction surveys identify any potential or known dens in the project area. To the extent possible, the biologist(s) also will be available on-call when not present on-site.
4. Disturbance to all San Joaquin kit fox dens will be avoided to the maximum extent possible.
 - a. Potential and atypical dens that are located at least 50 feet from construction will be protected with a 50-foot radius zone. Known dens that are located at least 100 feet from construction will be protected with a 100-foot radius zone. In instances where 50-foot or 100-foot radius exclusion zones cannot be maintained, potential and/or known dens will be monitored; one these dens are verified to be unoccupied, they will be blocked temporarily (via sandbagging or installation of a one-way door) for the duration of the project.
 - b. If a natal/pupping den is discovered either within one of the project footprints or within a 200-foot radius of that footprint, Caltrans will notify the U.S. Fish and Wildlife Service immediately.
5. At Location 1, Caltrans will install 24 9-inch radius semi-circular wildlife passageways in the base of the concrete Median Barrier (Type 60/S design) at intervals of approximately 148 feet. The purpose of the openings is to maintain a degree of permeability and to allow the San Joaquin kit fox and other small wildlife to pass through the barrier.
6. All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed *daily* from each location in order to reduce the potential for attracting predator species.
7. No pets or firearms will be allowed on the project sites.

Since no San Joaquin kit fox habitat is being permanently removed as part of the project, no compensatory mitigation is required.

Swainson's hawk (*Buteo swainsoni*)

If construction occurs during the nesting season (February 15 to September 1) preconstruction surveys will be conducted within 30 days prior to start of work to determine if Swainson's hawks are nesting within one half mile of the project. If Swainson's hawks are observed nesting within the project site, a 600-foot radius no-work buffer will be designated around the nest tree. The nest tree will be monitored by a qualified biologist during construction activities until the birds have fledged.

IX. Hydrology and Water Quality

Affected Environment

A Location Hydraulic Study was completed for this project in October 2014.

At Location 1 the planned improvements are within Zone X, that is, outside the floodplain.

At Location 2, the project area from Akers Street to Kent Street falls within Zone X. The project area from Kent Street to the eastern end of the project is within Zone AE, the special flood hazard areas that would be inundated by the 100-year flood (this is in the below grade portion of the freeway).

The base 100-year floodplain is shown in relation to both project locations on the Federal Emergency Management Agency Flood Insurance Rate Maps in Appendix F.

Environmental Consequences

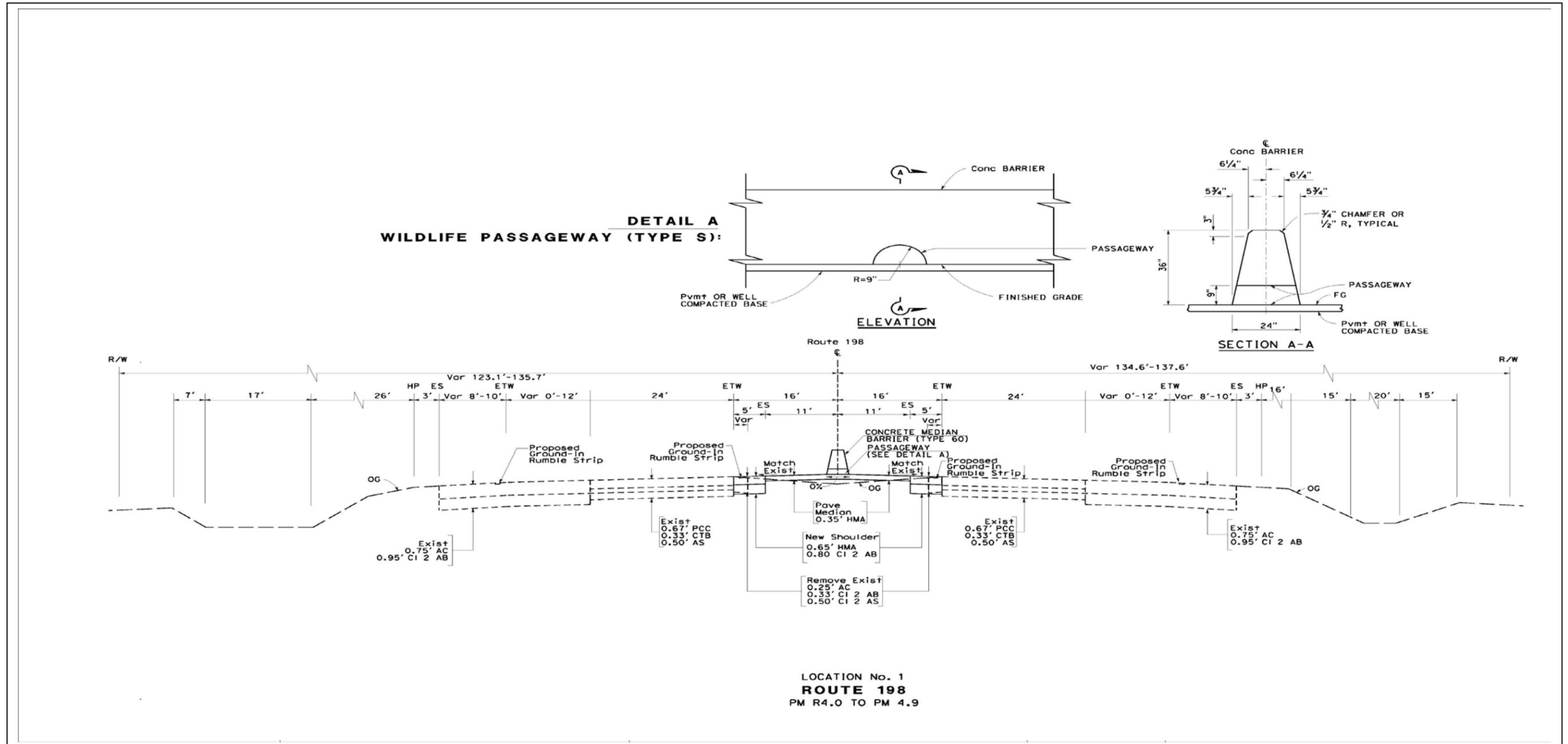
The project will have a longitudinal encroachment into the 100-year floodplain as designated by the Flood Insurance Rate Maps. This encroachment occurs within Location 2 from Kent Street to the eastern project limits approximately 0.2 mile east of County Center Drive Overcrossing. Construction of high tension cable barrier in the median would not create any additional backwater and would allow the normal flood pattern to continue.

No significant floodplain encroachment has been identified for this project. This project will not cause incompatible floodplain development. This project would not significantly affect the 100-year floodplain.

Avoidance, Minimization, and/or Mitigation Measures

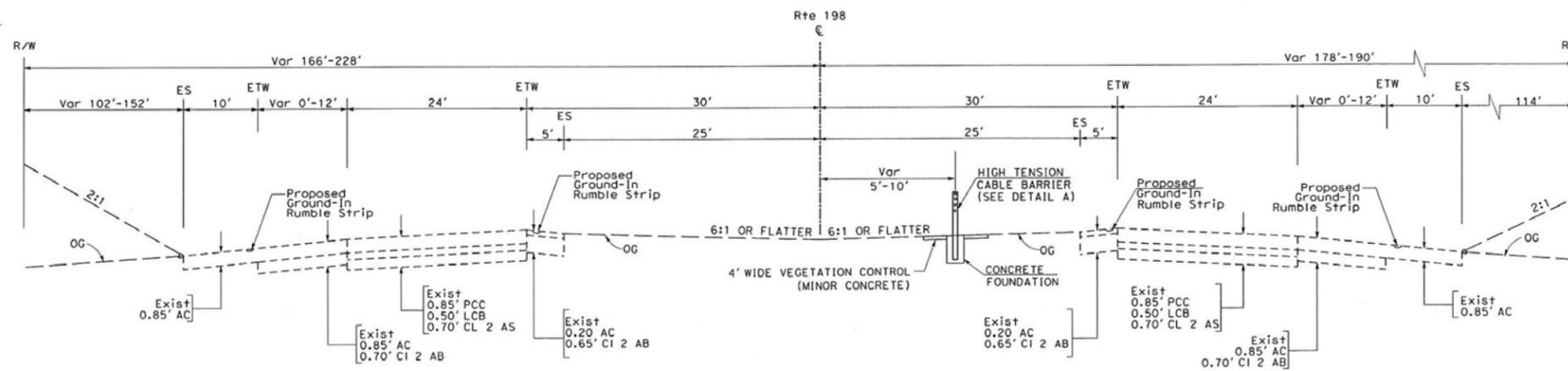
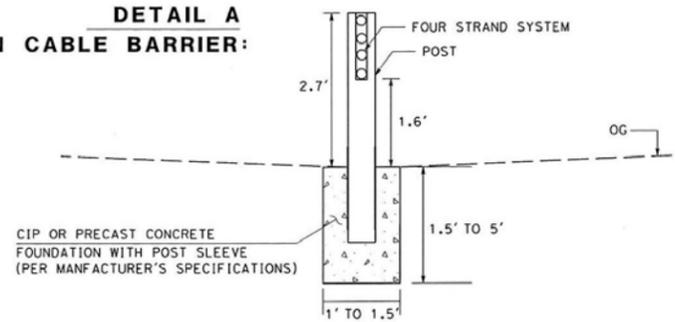
No mitigation measures are proposed because none are needed.

Appendix A Typical Cross Sections



Location 1 Concrete Median Barrier (Type 60)

**DETAIL A
HIGH TENSION CABLE BARRIER:**



LOCATION No. 2
ROUTE 198
PM 6.8 TO PM 8.3

Location 2 High Tension Cable Median Barrier

Appendix B Example of High Tension Cable Median Barrier with Four Cables

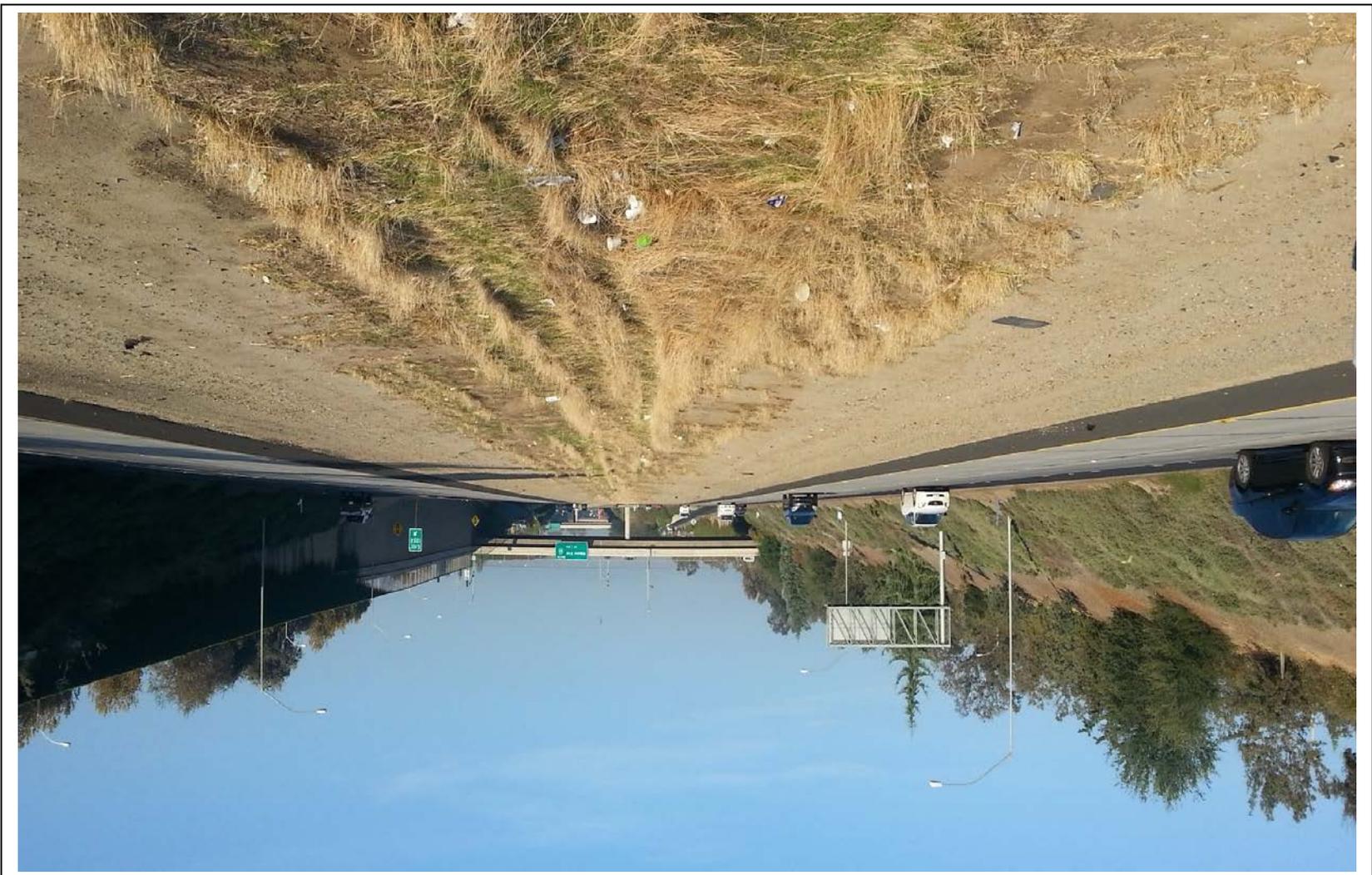


Appendix C Project locations



Location 1 – Typical View

Location 2 – Typical View



Appendix D Federal, State and California NativePlant Society Species Lists

IPaC Trust Resource Report

NVOJX-R43VV-CZ7IZ-N5X37-LSHHZM

US Fish & Wildlife Service

IPaC Trust Resource Report



Project Description

NAME

Visalia Median Barriers EA#06-0R050

PROJECT CODE

NVOJX-R43VV-CZ7IZ-N5X37-LSHHZM

LOCATION

Tulare County, California

DESCRIPTION

SR 198 in Visalia, CA. Install K-Rail and High-Tension Cable Barriers at two different locations.



U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

Sacramento Fish And Wildlife Office

Federal Building
2800 COTTAGE WAY, ROOM W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the [Endangered Species Program](#) and should be considered as part of an effect analysis for this project.

Amphibians

California Red-legged Frog *Rana draytonii* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D02D>

California Tiger Salamander *Ambystoma californiense* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D01T>

Crustaceans

Vernal Pool Fairy Shrimp *Branchinecta lynchi* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K03G>

Vernal Pool Tadpole Shrimp *Lepidurus packardii* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K048>

Fishes

Delta Smelt *Hypomesus transpacificus* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=E070>

Little Kern Golden Trout *Oncorhynchus aguabonita whitei* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=E01Z>

Insects

Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=I01L>

Mammals

Fresno Kangaroo Rat *Dipodomys nitratooides exilis* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A08O>

San Joaquin Kit Fox *Vulpes macrotis mutica* Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A006>

Tipton Kangaroo Rat *Dipodomys nitratooides nitratooides* Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A08S>

Reptiles

Blunt-nosed Leopard Lizard *Gambelia silus* Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C001>

Giant Garter Snake *Thamnophis gigas* Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C057>

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008	
Brewer's Sparrow <i>Spizella breweri</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HA	
Burrowing Owl <i>Athene cucularia</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NC	
Costa's Hummingbird <i>Calypte costae</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JE	
Flammulated Owl <i>Otus flammeolus</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DK	
Fox Sparrow <i>Passerella iliaca</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0NE	
Lewis's Woodpecker <i>Melanerpes lewis</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HQ	
Loggerhead Shrike <i>Lanius ludovicianus</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FY	
Marbled Godwit <i>Limosa fedoa</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0JL	
Nuttall's Woodpecker <i>Picoides nuttallii</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HT	

Oak Titmouse <i>Baeolophus inornatus</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0MJ	
Peregrine Falcon <i>Falco peregrinus</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FU	
Sage Thrasher <i>Oreoscoptes montanus</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0ID	
Short-eared Owl <i>Asio flammeus</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD	
Tricolored Blackbird <i>Agelaius tricolor</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06P	
Williamson's Sapsucker <i>Sphyrapicus thyroideus</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FX	
Yellow-billed Magpie <i>Pica nuttalli</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0N8	

Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

There are no wetlands identified in this project area



Summary Table Report
 California Department of Fish and Wildlife
 California Natural Diversity Database



Query Criteria: Quad is (Visalia (3611933) or Goshen (3611934))

06-R050 Visalia Median Barrier Project
 CNDB Query, Visalia and Goshen USGS Quads
 May 13, 2015

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EOs	Element Occ. Ranks											Presence
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extrp.		
<i>Atriplex cordulata</i> var. <i>cordulata</i>	G3I2	None	Rare Plant Rank - 1B.2	285	66	0	0	0	0	0	0	1	1	0	0	0	
heartscale	S2	None	BLM_S-Sensitive	285	S:1	0	0	0	0	0	1	1	0	0	0		
<i>Atriplex depressa</i>	G2	None	Rare Plant Rank - 1B.2		61	0	0	0	0	0	0	1	0	0	0		
brittscale	S2	None	Rare Plant Rank - 1B.2		S:1	0	0	0	0	0	1	1	0	0	0		
<i>Atriplex minuscula</i>	G2	None	Rare Plant Rank - 1B.1	290	37	0	0	1	0	0	0	0	1	1	0		
lesser saltscale	S2	None	Rare Plant Rank - 1B.1	290	S:1	0	0	0	1	0	0	0	0	1	0		
<i>Atriplex subilis</i>	G1	None	Rare Plant Rank - 1B.2	285	24	0	0	0	0	0	1	0	0	0	1		
suble orache	S1	None	BLM_S-Sensitive	285	S:1	0	0	0	0	0	1	1	0	0	0		
<i>Branchinecta lynchi</i>	G3	Threatened	IUCN_VU-Vulnerable	290	744	0	0	0	0	0	1	1	0	0	0		
vernal pool fairy shrlmp	S2S3	None		290	S:1	0	0	0	0	0	1	1	0	0	0		
<i>Buteo swainsoni</i>	G5	None	IUCN_LC-Least Concern	250	2394	2	4	2	0	0	0	1	8	9	0		
Swainson's hawk	S3	Threatened	USFWS_BCC-Birds of Conservation Concern	280	S:9												
<i>Eryms marmorata</i>	G3G4	None	BLM_S-Sensitive	325	1141	0	0	0	0	0	0	1	0	0	0		
western pond turtle	S3	None	CDFW_SSC-Species of Special Concern	325	S:1	0	0	0	0	0	0	1	0	0	0		
<i>Eumops perotis californicus</i>	G5T4	None	BLM_S-Sensitive	300	293	0	1	0	0	0	0	0	1	1	0		
western masiff bat	S3S4	None	CDFW_SSC-Species of Special Concern	300	S:1												
<i>Imperata brevifolia</i>	G3	None	Rare Plant Rank - 2B.1	300	31	0	0	0	0	0	0	1	0	0	0		
California satintail	S3	None	SB_SBBG-Santa Barbara Botanic Garden	300	S:1												
<i>Lytta hoppingi</i>	G1G2	None	USFS_S-Sensitive	325	5	0	0	0	0	0	0	1	0	0	0		
Hopping's blister beetle	S1S2	None		325	S:1												



Summary Table Report
 California Department of Fish and Wildlife
 California Natural Diversity Database



Name (Scientific/Common)	CNDDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Spea hammondi</i> western spadefoot	G3	None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_NT-Near Threatened	290	426 S:1	0	1	0	0	0	0	0	1	1	0	0
	S3	None		290												
<i>Valley Sacaton Grassland</i> Valley Sacaton Grassland	G1	None		260	9 S:1	0	0	0	1	0	0	1	0	1	0	0
	S1.1	None		260												
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	G4T2	Endangered		260	965 S:4	0	0	0	0	0	4	4	0	4	0	0
	S2	Threatened		340												

Plant List

3 matches found. [Click on scientific name for details](#)

Search Criteria
Found in Quad 36119C4

[Modify Search Criteria](#)
[Export to Excel](#)
[Modify Columns](#)
[Modify Sort](#)
[Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Atriplex cordulata var. cordulata	heartscale	Chenopodiaceae	annual herb	1B.2	S2	G3T2
Atriplex minuscula	lesser saltscale	Chenopodiaceae	annual herb	1B.1	S2	G2
Atriplex subtilis	subtle orache	Chenopodiaceae	annual herb	1B.2	S1	G1

Suggested Citation

CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website <http://www.rareplants.cnps.org> [accessed 13 May 2015].

Plant List

3 matches found. [Click on scientific name for details](#)

Search Criteria
Found in Quad 36119C3

[Modify Search Criteria](#)
[Export to Excel](#)
[Modify Columns](#)
[Modify Sort](#)
[Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank
Atriplex depressa	brittlescale	Chenopodiaceae	annual herb	1B.2	S2	G2
Atriplex minuscula	lesser saltscale	Chenopodiaceae	annual herb	1B.1	S2	G2
Imperata brevifolia	California satintail	Poaceae	perennial rhizomatous herb	2B.1	S3	G3

Suggested Citation

CNPS, Rare Plant Program. 2015. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website <http://www.rareplants.cnps.org> [accessed 13 May 2015].

Appendix E Federal Endangered Species Act Determinations

Species	Status (1)	Possible in Which Habitat Type	Acres Habitat Impacts Permanent/ Temporary	Species Impacts Expected After Avoidance and Minimization Measures	FESA Determination
Vernal pool fairy shrimp	FT	Vernal pools	0/0	No, no habitat on site	No effect.
Vernal pool tadpole shrimp	FE	Vernal pools	0/0	No, no habitat on site	No effect.
Valley elderberry longhorn beetle	FT	Elderberry bushes, usually in riparian areas	0/0	No, no habitat on site	No effect.
Delta smelt	FT	Semi-saline aquatic habitat in the Bay Delta region	0/0	No, no habitat on site, not upstream of suitable habitat	No effect.
California tiger salamander, central population	FT	Vernal pools in open grasslands and brushy habitats	0/0	No, no habitat on site	No effect.
California red-legged frog	FT	Pools, ponds, slow streams and adjacent riparian areas	0/0	No, no habitat on site	No effect.
Blunt-nosed leopard lizard	FE, SE, FP	Arid, open alkali desert scrub habitat with low topographic relief.	0/0	No, no habitat on site.	No effect.
Giant garter snake	FT	Marshes/aquatic habitats with slow water, & adjacent uplands	0/0	No, no habitat on site	No effect.
Fresno kangaroo rat	FE, SE	Alkali desert scrub with flat terrain and sandy loam soils.	0/0	No, no habitat on site	No effect.
Tipton kangaroo rat	FE, SE	Valley sink scrub and saltbrush scrub in the Tulare Basin region.	0/0	No, no habitat on site	No effect.
San Joaquin kit fox	FE, ST	Project Location 1: No habitat, potential crossing area only.	0/0	Possible. Species not observed but may use site to cross.	May affect, not likely to adversely affect.

Note: (1) FE = Federal Endangered; FT = Federal Threatened; SE = State Endangered; ST = State Threatened; FP = Fully Protected

Appendix F Floodplain Maps

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 3.0 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The horizontal datum was NAD 83. GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.national.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NCEA, NCEAS12
National Geodetic Survey
3500 C. RIGBY
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles provided at a scale of 1:12,000 from photography dated 1987 or later.

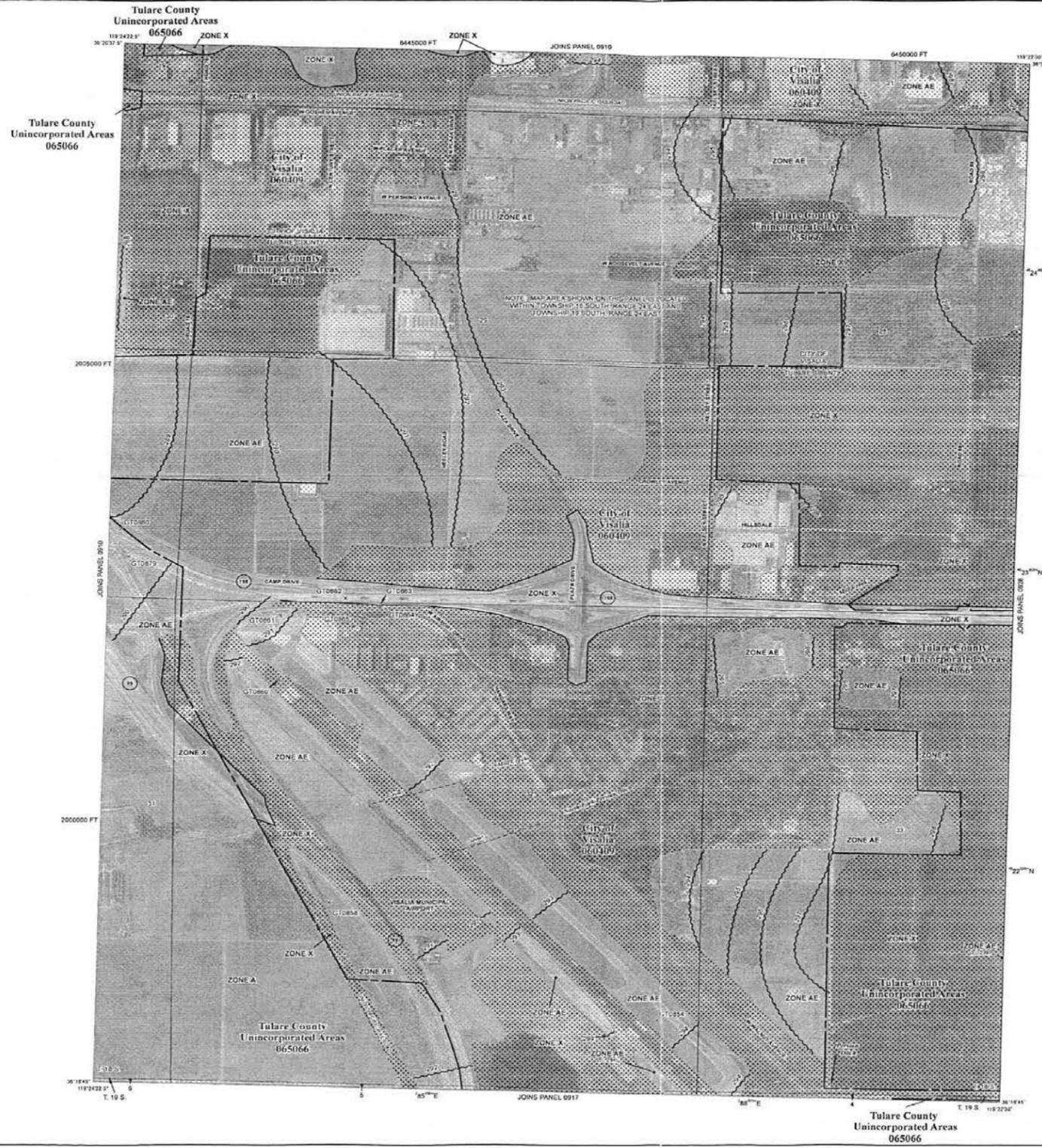
This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report which contain authoritative hydraulic data may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate line locations.

Please refer to the separately printed Map Index for an overview map showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the FEMA Map Service Center at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.fema.gov>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-MAP (1-877-358-9627) or visit the FEMA website at <http://www.fema.gov>.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AV, X, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE A
No Base Flood Elevations determined.

ZONE AE
Base Flood Elevations determined.

ZONE AH
Flood depths of 1 to 3 feet (usually areas of parking). Base Flood Elevation determined.

ZONE AO
Flood depths of 1 to 3 feet (usually areas of parking). Average stream discharges. For areas of altered flow, floodways, reservoirs and other structures.

ZONE AV
Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently identified. Zone AV indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE X
Area so protected from the 1% annual chance flood by a Federal flood protection system under construction, or Base Flood Elevation determined.

ZONE V
Coastal flood zone with velocity hazard (wave action). No Base Flood Elevation determined.

ZONE VE
Coastal flood zone with velocity hazard (wave action). Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream and any adjacent floodplain areas that must be used for conveyance so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X
Areas of 2% annual chance flood, areas of 1% annual chance flood with average depth of less than 1 foot, or 1% annual chance flood with 1 to 3 foot depth, and areas otherwise protected from the 1% annual chance flood.

OTHER AREAS

ZONE X
Areas determined to be outside the 2% annual chance floodplain.

ZONE B
Areas in which flood heights are undetermined, but known.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
2% annual chance floodplain boundary
Floodway boundary
Zone boundary
Zone boundary
CBRS and OPA boundary
Boundary between Special Flood Hazard Area Zone, and otherwise protected Special Flood Hazard Area or otherwise protected Flood Elevation, flood depths or flood velocities
Base Flood Elevation line and value, elevation in feet
Base Flood Elevation value of one uniform within area, elevation in feet

* Referenced to the North American Vertical Datum of 1988

○ Cross section line
○ Triangulation
87°07'45", 32°22'30"
Geographic coordinates referenced to the North American Datum of 1983 (NAD 83). Nearest benchmark: 300-meter Universal Transverse Mercator grid value, zone 11
600000 FT
3000000 and 10000000
System, zone 11 (PROJECTION 8043), Lambert Conformal Conic
Bench mark (see explanation in Notes to Users section of this FIRM map)
M 1.5
Water line

MAP REPOSITORY
Refer to Listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
June 16, 2009

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-438-8426.

MAP SCALE 1" = 600'

350 0 600 1050
100 0 200 300
METERS

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

TULARE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 909 OF 2550
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	DATE
UNINCORPORATED AREAS	065066	0909	0909

Please to User: The Map Number shown below should be used when ordering this map. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06107C0909E

EFFECTIVE DATE
JUNE 16, 2009

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or Floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent provided stillwater elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the Floodways were computed at cross sections and interpolated between cross sections. The Floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent Floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The horizontal datum was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NGA, NHGS 12
National Geodetic Survey
SSM/C, 98203
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 715-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 715-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1997 or later.

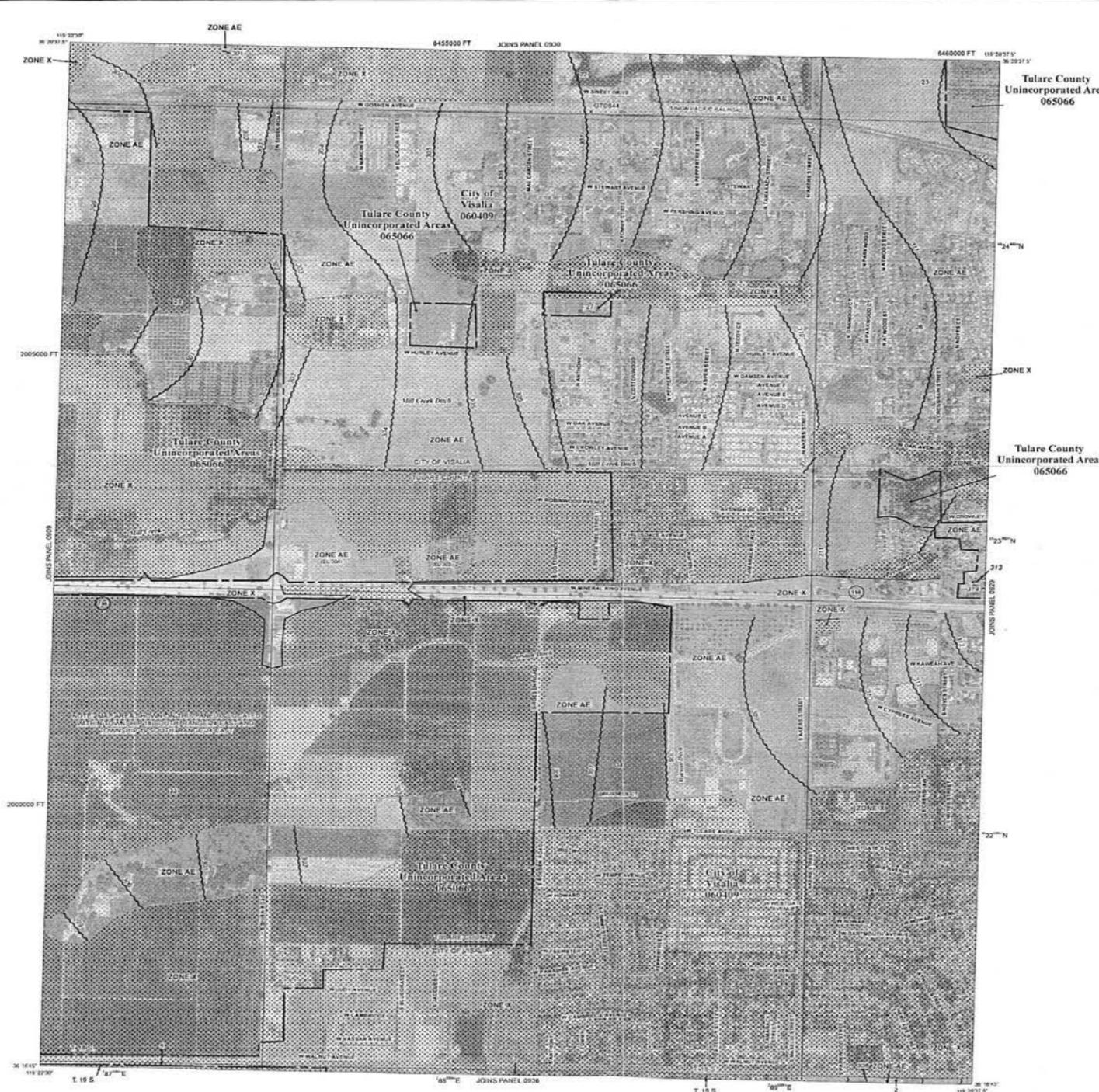
This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report which contain authoritative hydraulic data, may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

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If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-HELP (1-877-336-2871) or visit the FEMA website at <http://www.fema.gov>.



LEGEND

- SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**
- ZONE A:** No Base Flood Elevation Determined
 - ZONE AE:** Base Flood Elevation Determined
 - ZONE AH:** Flood depths of 1 to 3 feet (Quality areas of parking). Base Flood Elevation Determined
 - ZONE AO:** Flood depths of 1 to 3 feet (Quality areas of parking). Average depths determined. For areas of about 100,000 sq. ft., average depths determined.
 - ZONE AI:** Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently destroyed. Zone AI indicates that the former flood control system is being removed to provide protection from the 1% annual chance or greater flood.
 - ZONE AN:** Area to be protected from 1% annual chance flood by a Federal Flood protection system under construction; no Base Flood Elevation Determined
 - ZONE AV:** Coastal Flood zone with velocity hazard (wave action); no Base Flood Elevation Determined
 - ZONE V:** Coastal Flood zone with velocity hazard (wave action); Base Flood Elevation Determined
- FLOODWAY AREAS IN ZONE AE**
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of obstructions to that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS**
- ZONE B:** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with average areas less than 100,000 sq. ft. and areas protected by levees from the 1% annual chance flood.
 - OTHER AREAS**
 - ZONE 4:** Areas determined to be outside the 0.2% annual chance floodplain.
 - ZONE D:** Areas in which flood hazards are unmitigated, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
- OTHERWISE PROTECTED AREAS (OPAs)**
- CBRS zones and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
 - 0.2% annual chance floodplain boundary
 - Floodway boundary
 - Zone D boundary
 - CBRS zone boundary
 - Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevation, Flood Depth or Flood Velocity
 - Base Flood Elevation line and value; elevation in feet
 - (M.S.L.)
- Referenced to the North American Vertical Datum of 1988
- Cross section line
 - Truncate line
 - Geographic coordinates referenced to the North American Datum of 1983 (NAD 83). UTM Zone 11N, UTM Easting 845000 FT, UTM Northing 3620000 FT
 - 500-foot grid (see California State Plane coordinate system, zone 10N (EPSG:31404), Lambert Conformal Conic projection)
 - State mark (see explanation in Notes to Users section of this FIRM panel)
 - State mark
- MAP REPOSITORY**
- Refer to listing of Map Repository on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP**
- June 16, 2009
- EFFECTIVE DATES OF REVISIONS TO THIS PANEL**
- For community map update history, refer to countywide mapping, refer to the Community Map Update history table located in the Flood Insurance Study report for this jurisdiction.
- To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-358-6616.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0928E

FIRM

FLOOD INSURANCE RATE MAP

TULARE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 928 OF 2550
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY	SHEET	PANEL	SUFFIX
TULARE COUNTY	9000	928	E
VISALIA CITY	9000	928	E

MAP NUMBER
06107C0928E

EFFECTIVE DATE
JUNE 16, 2009

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updates or additional flood hazard information.

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Coastal Base Flood Elevations shown on this map apply only landward of 0.7 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The horizontal datum was NAD 83. Crossings between different datums, spherical projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NCS Information Services
 NOAA/NHDS12
 National Geodetic Survey
 SS4C-3, #9302
 1315 East-West Highway
 Silver Spring, Maryland 20910-3282
 (301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1987 or later.

This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodways and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report which contains authoritative hydraulic data may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate and locations.

Please refer to the separately printed Map Index for an overview map showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program rates for each community as well as a listing of the panels on which each community is located.

Contact the FEMA Map Service Center at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://www.fema.gov>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA-MAP (1-877-325-2627) or visit the FEMA website at <http://www.fema.gov>.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood) is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones AE, AH, AO, AV, X, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.

ZONE AE No-tidal flood elevations determined.

ZONE AH Base Flood Elevation determined.

ZONE AO Flood depths of 1 to 3 feet (usually street flow on debris barrier); average depth determined. For areas of streets for parking, vehicles and equipment.

ZONE AV Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decommissioned. Zone AV indicates that the former flood control system is being restored to provide protection from the 1% annual chance of greater flood.

ZONE X Area to be protected from 1% annual chance flood by a federal flood protection system under construction. No Base Flood Elevation determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevation determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.

OTHER FLOOD AREAS

ZONE B Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas protected by levees from the 1% annual chance flood.

OTHER AREAS

ZONE D Areas determined to be outside the 0.2% annual chance floodplain.

AREAS IN WHICH FLOOD HAZARDS ARE UNDETERMINED, BUT POSSIBLE

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
 0.2% annual chance floodplain boundary
 Floodway boundary
 Zone D boundary
 CBRS and OPA boundary
 Boundary showing Special Flood Hazard Areas and boundary showing Special Flood Hazard Areas of other than the Flood Insurance Study
 Base Flood Elevation line and value, elevation in feet
 Base Flood Elevation value where uniform water stage, elevation in feet

* Referenced to the North American Vertical Datum of 1988.
 Cross section line
 Truncated line
 Geographic coordinates referenced to the North American Datum of 1983 (NAD 83). Western Hemisphere
 79° 11' N
 120° 00' 00" W
 1000-meter Universal Transverse Mercator grid values, zone 11
 600000 FT
 1000-foot grid scale, California State Plane coordinate system, zone IV (PSPZONE 04N), Lambert Conformal Conic projection
 Bench mark (see explanation in notes to users section of the FIS report)
 NAD 83
 NAD 83

MAP REPOSITORY
 Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF DEVELOPER FLOOD INSURANCE RATE MAP
 June 16, 2009

EFFECTIVE DATE OF REVISIONS TO THIS PANEL

For community map revision history only to municipality mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
 To determine if flood insurance is available in the community, contact your insurance agent or call the National Flood Insurance Program at 1-800-426-6253.

MAP SCALE 1" = 500'
 0 500 1000
 FEET
 0 150 300
 METERS

NFIP PANEL 0929E

FIRM
FLOOD INSURANCE RATE MAP
TULARE COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 929 OF 2550
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY	NUMBER	PANEL	SUFFIX
TULARE COUNTY	929E	0929E	

Notice to User: The Map Number shown above should be used when filing map claims. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
 06107C0929E

EFFECTIVE DATE
 JUNE 16, 2009

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.9 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 11. The horizontal datum was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
NDA, NVD/S2
National Geodetic Survey
SSAC-3, #6202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1987 or later.

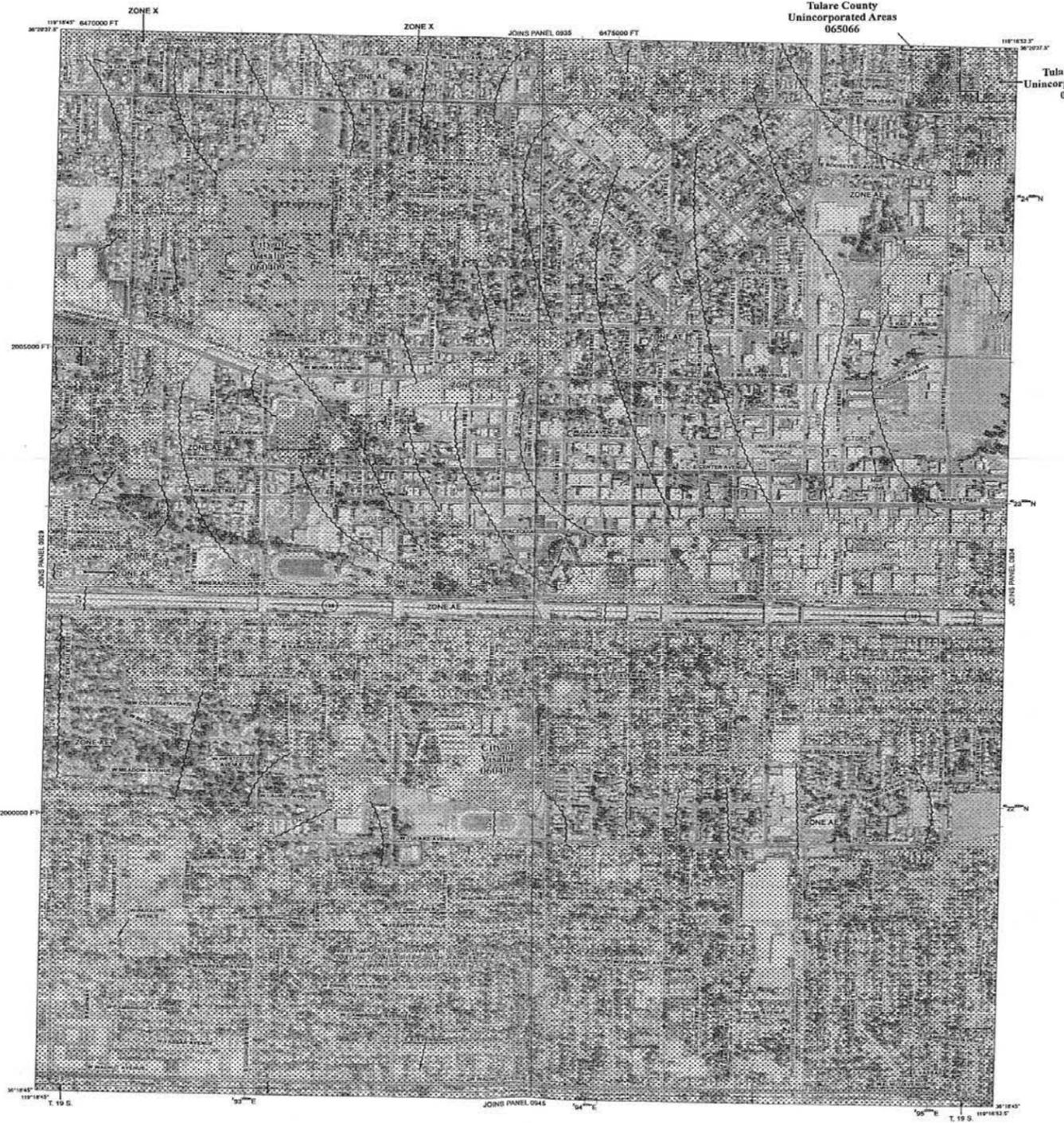
This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIS for this jurisdiction. The floodlines and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel dimensions that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map showing the layout of map panels, community map repository addresses, and a Listing of Communities table containing National Flood Insurance Program data for each community as well as a listing of the panels on which each community is located.

Contact the FEMA Map Service Center at 1-800-358-9516 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by fax at 1-800-358-9509 and its website at <http://www.fema.gov>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.



LEGEND

- SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**
- The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zone X, AE, AH, AD, VE, V, and VE. The Base Flood Elevation is the water surface elevation of the 1% annual chance flood.
- ZONE A** No Base Flood Elevations determined.
 - ZONE AE** Base Flood Elevations determined.
 - ZONE AH** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); base Flood Elevations determined.
 - ZONE AD** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of abutment the flooding, velocities and depths are determined.
 - ZONE AR** Special Flood Hazard Area boundary protected from the 1% annual chance flood by a flood control system that has not been determined. Zone AR indicates that the future flood control system is being restored to provide protection from the 1% annual chance or greater flood.
 - ZONE ARB** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
 - ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
 - ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.
- FLOODWAY AREAS IN ZONE AE**
- The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.
- OTHER FLOOD AREAS**
- ZONE X** Areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than 1 foot or with discharge areas less than 1 square mile, and areas protected by levees from 1% annual chance flood.
- OTHER AREAS**
- ZONE D** Areas determined to be outside the 0.2% annual chance floodplain; areas in which flood hazards are unrepresented, but possible.
- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
- OTHERWISE PROTECTED AREAS (OPAs)**
- CBRS areas and OPAs are generally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
 - 0.2% annual chance floodplain boundary
 - Floodway boundary
 - Zone D boundary
 - Zone O boundary
 - CBRS and OPA boundary
 - Boundary showing Special Flood Hazard Area zones and boundary boundary, Special Flood Hazard Area of adjacent Base Flood Elevations, flood depths or flood velocities.
 - Base Flood Elevation line and value, elevation in feet.
 - Base Flood Elevation value where uniform within zone; elevation in feet.
- * Referenced to the North American Vertical Datum of 1988
- Contour line
 - Transect line
 - 87°07'45", 32°22'30"
 - 6000000 FT
 - UTM Zone 11
 - 1000-foot grid (State Plane California State Plane coordinate system, zone 11 (FIPS/USPS 5003), Western Hemisphere)
 - 1000-foot Universal Transverse Mercator grid values, zone 11
 - 1000-foot grid (State Plane California State Plane coordinate projection)
 - North arrow (true north) and magnetic declination in feet
 - DX5510 X
 - M 1.5
 - Scale 1:600
- MAP REPOSITORY**
- Note to listing of Map Repositories on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP**
June 16, 2009
- EFFECTIVE DATES OF REVISIONS TO THIS PANEL**
- For community map revision history prior to courtwork mappings, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.
- To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-458-6625.

NFIP PANEL 0933E

FIRM
FLOOD INSURANCE RATE MAP
TULARE COUNTY,
CALIFORNIA
AND INCORPORATED AREAS

PANEL 933 OF 2550
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	MANUAL	PANEL	DATE
TULARE COUNTY	0000	0933	E
VALUOLA CITY	0000	0933	E

Note to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
06107C0933E

EFFECTIVE DATE
JUNE 16, 2009

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with this FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only to landward of 0.7 North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The horizontal datum was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov> or contact the National Geodetic Survey at the following address:

NGS Information Services
 NOAA, NGS512
 National Geodetic Survey
 SSMC-3, 90502
 1315 East-West Highway
 Silver Spring, Maryland 20910-3282
 (301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1987 or later.

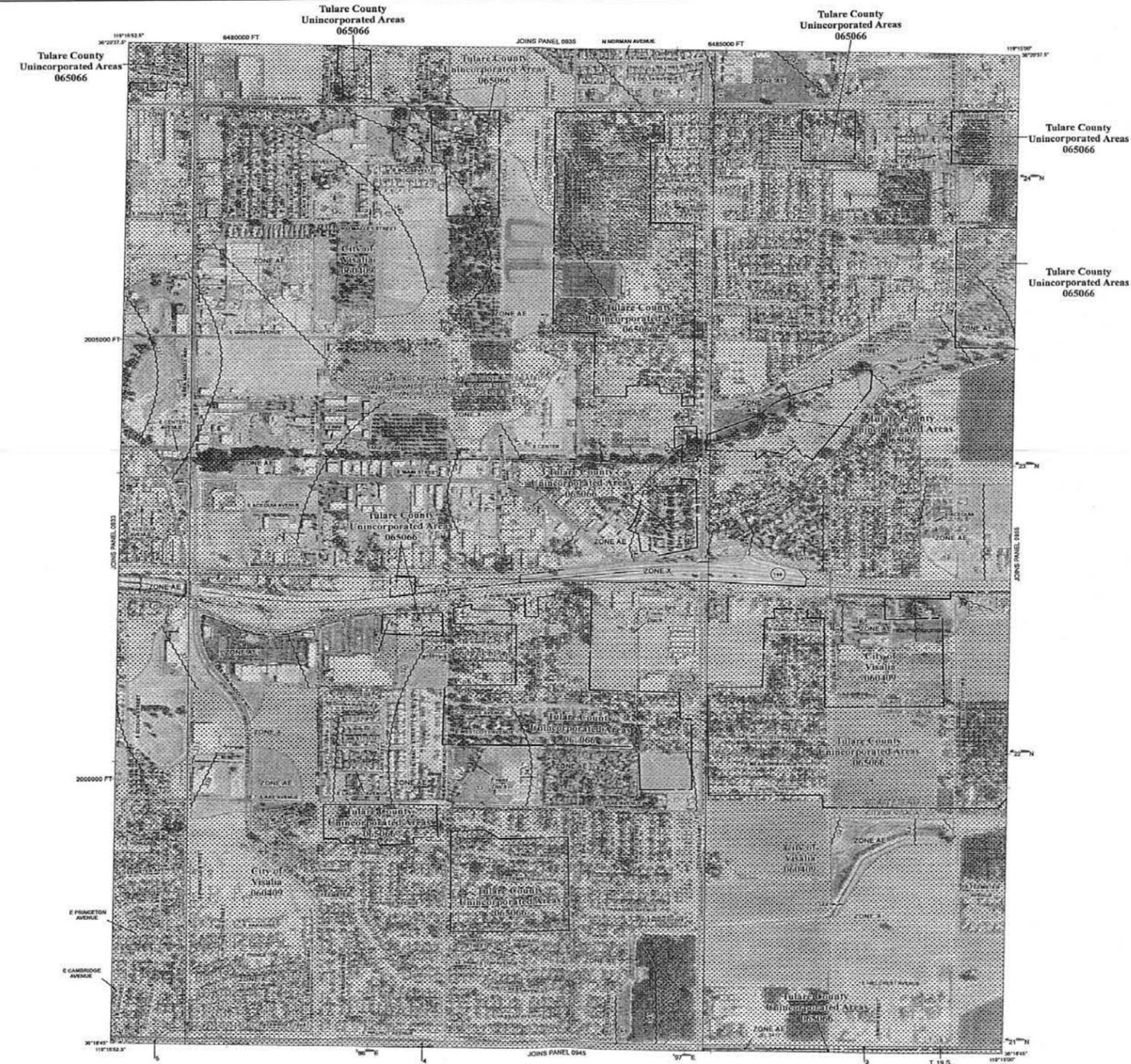
This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study Report (which contain authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

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Contact the FEMA Map Service Center at 1-800-350-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-350-9620 and its website at <http://www.fema.gov>.

If you have questions about this map or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AV, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A
 No Base Flood Elevations determined.

ZONE AE
 Base Flood Elevation determined.

ZONE AH
 Flood depths of 1 to 3 feet (usually areas of parking); Base Flood Elevation determined.

ZONE AO
 Flood depths of 1 to 3 feet (usually areas near an airport terminal); average depths determined. For areas of shallow fan flooding, velocities are determined.

ZONE AR
 Special Flood Hazard Area directly protected from the 1% annual chance flood by a flood control system that was adequately maintained. Zone AR includes that the former flood control system is being maintained to provide protection from the 1% annual chance or greater flood.

ZONE AV
 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevation determined.

ZONE V
 Coastal flood zone with velocity hazard (wave action); no Base Flood Elevation determined.

ZONE VE
 Coastal flood zone with velocity hazard (wave action); Base Flood Elevation determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X
 Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depth of less than 1 foot or with discharge area less than 1 square mile; and areas protected by levees from the 1% annual chance flood.

OTHER AREAS

Areas determined to be outside the 0.2% annual chance floodplain.

ZONE B
 Areas in which flood heights are determined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary showing Special Flood Hazard Area Zones and Floodway Areas; Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

Base Flood Elevation line and velocity elevation in feet

Base Flood Elevation value within stream within same elevation in feet

(E1: 907)

* Referenced to the North American Vertical Datum of 1988

Circle with crosshair
 Control point

Circle with dot
 Triangulation station

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), WGS84 Hemisphere

87°07'49" 3272237'

32°18'14" N

600000 FT

5000-foot grid; California State Plane coordinate system (NAD 83) (PROJCS=83, Lambert Conformal Conic projection)

North arrow explanation in Notes to Users section of this FIRM report

MS 1.5

Scale 1:50,000

MAP REPOSITORY

Refer to listing of Map Repository on Map Index

EFFECTIVE DATE OF COMMUNITY FLOOD INSURANCE RATE MAP

June 16, 2009

EFFECTIVE DATES OF REVISIONS TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History tables contained in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6225.

MAP SCALE 1" = 500'

0 500 1000 FEET

0 500 1000 METERS

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0934E

FIRM

FLOOD INSURANCE RATE MAP

TULARE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 934 OF 2550
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COUNTY	COMMUNITY	NUMBER	PANEL	DATE
TULARE COUNTY	VISALIA CITY OR	90009	0934	E

Map Number: 06107C0934E

Effective Date: JUNE 16, 2009

Appendix G State Clearinghouse Letter



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

March 3, 2015

Michelle Ray
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, CA 93721

Subject: Visalia Median Barriers
SCH#: 2015011047

Dear Michelle Ray:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on March 2, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015011047
Project Title Visalia Median Barriers
Lead Agency Caltrans #6

Type MND Mitigated Negative Declaration
Description Caltrans proposes to construct median barriers at two locations on SR 198 in the City of Visalia in Tulare County. A concrete median barrier would be installed at Location 1 for a distance of 0.7 mile from 0.6 mile west of Road 80 to Road 80 (Plaza Drive), (PM R4.2 to R4.9). High tension cable median barrier would be installed in the freeway median for 2.5 miles at Location 2, from Akers Street 0.2 mile east of County Center Drive (post mile 6.8 to post mile 8.3).

Lead Agency Contact

Name Michelle Ray
Agency California Department of Transportation, District 6
Phone 559 445 5286 **Fax**
email
Address 855 M Street, Suite 200
City Fresno **State** CA **Zip** 93721

Project Location

County Tulare
City Visalia
Region
Lat / Long
Cross Streets Plaza Drive and Akers St., Linwood St., Chinowth St., Demaree St., and County Center Drive
Parcel No.

Township	Range	Section	Base

Proximity to:

Highways SR 198, 99, 63
Airports Visalia
Railways
Waterways
Schools
Land Use transportation facility

Project Issues Aesthetic/Visual; Biological Resources; Flood Plain/Flooding

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 4; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 6; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Fresno); Native American Heritage Commission

Date Received 01/30/2015 **Start of Review** 01/30/2015 **End of Review** 03/02/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Appendix H U.S. Fish and Wildlife Service Concurrence Letter



In Reply Refer to:
08ESMF00-
2015-I-0149

United States Department of the Interior

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



MAR 26 2015

Ms. Dena Gonzalez
Chief, Central Region Biology Branch
California Department of Transportation, District 6
855 M Street, Suite 200
Fresno, California 93721

Subject: Informal Consultation for the Visalia Median Barrier Project, Tulare County,
California (California Department of Transportation 06-TUL-198-PM R4.2-R4.9 and
PM 6.8-8.3; EA 06-0R050)

Dear Ms. Gonzalez:

This is the U.S. Fish and Wildlife Service's (Service) response to the California Department of Transportation's (Caltrans) letter requesting the initiation of informal consultation on its action to construct the proposed Visalia Median Barrier Project (project) in Tulare County, California.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 16, 2012. Caltrans was approved to participate in the MAP-21 Surface Transportation Project Delivery Program through the National Environmental Policy Act (NEPA) assignment Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and Caltrans (effective October 1, 2012), as codified in 23 U.S.C. 327. The MOU allows Caltrans to assume the FHWA's responsibilities under NEPA as well as FHWA's consultation and coordination responsibilities under Federal environmental laws for the majority of transportation projects in California.

We received your February 25, 2015, letter in this office on March 2, 2015. In this letter, you determined that the proposed project may affect, but is not likely to adversely affect the federally-listed as endangered San Joaquin kit fox (*Vulpes macrotis mutica*).

This document has been prepared in accordance with section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 *et seq.*) (Act). The findings and recommendations of this document are based on: (1) Caltrans' February 25, 2015 letter and its supporting *Visalia Median Barrier Biological Assessment*, dated February 2015; (2) email correspondence between the Service and Caltrans; and (3) other information available to the Service.

Project Description

Caltrans proposes to install median barriers at two locations along State Route (SR) 198 in the City of Visalia. As a safety project, the purpose is to prevent errant vehicles from crossing the highway median and hitting oncoming vehicles. SR 198 is a high-traffic four-lane divided highway that runs

east-west from SR 101, south of King City in Monterey County to Sequoia National Park in Tulare County; it bisects the City of Visalia and is the primary travel corridor for this urban area.

Location 1. Approximately 3,700-feet (ft.) of Type 60 concrete median barrier will be installed between the SR 99/SR 198 intersection and the Road 80 Overcrossing, also known as Plaza Drive (postmiles [PM] R4.2 - R4.9). This site is situated directly north of the Visalia Municipal Airport. Other construction activities due to take place at this location include:

- Placing fill in the median to create an outward slope for draining away stormwater;
- Paving the median with a 0.35-ft. thick layer of asphalt;
- Widening the inside shoulders to a standard 5-ft. width;
- Upgrading and modifying existing guardrails and end-treatments within the median;
- Installing one new Vehicle Counting Station (VCS) at PM 4.39;
- Installing ground-in rumble strips along the inside and outside edges of both eastbound and westbound travel lanes; and
- Removing three existing trees within the median, including a valley oak (*Quercus lobata*).

Because the median is very narrow at this location, a lane closure will be required in order to carry out the installation of the median barrier and its associated activities. This work will occur at night when there is less traffic on the highway. Temporary k-rail barriers will be installed throughout the site along the edge of the traveled-way of the inside lanes. K-rail is a traffic control safety measure used to separate the construction areas from the roadways and vehicle traffic. The structures will be present for the duration of construction but will be removed once construction at the site is completed. All proposed work will be limited to the existing median and Caltrans' right-of-way (ROW).

Location 2. Approximately 7,920 linear-ft. of high-tension cable median barrier will be installed just west of downtown Visalia, beginning at the Akers Street Undercrossing and ending 0.2-mile (mi) east of the County Center Drive Overcrossing (PM 6.8 - 8.3). This barrier type consists of four cable strands, with the lowest strand situated 1.6-ft. above ground-level and each successive cable spaced approximately 3-inches apart. The barrier posts will stand 2.7-ft. above ground-level, buried in either pre-cast or cast-in-place concrete foundation blocks at a depth of 2.5-ft. The distance between the posts will vary between 6- and 10-ft. Other construction activities due to take place at this location include:

- Modifying two existing VCS at PM 7.21 and PM 8.25;
- Installing one new permanent Changeable Message Sign approximately 200-ft. west of the Linwood Street Bridge;
- Upgrading and modifying existing guardrails and end-treatments within the median and on the outside edge of the highway (at on- and off-ramps); and
- Installing ground-in rumble strips along the inside and outside edges of both eastbound and westbound travel lanes.

Although the median at this site is wide enough for Caltrans to install the barrier without having to close any lanes, intermittent nighttime lane closures may be required for other associated activities on the existing roadway. Temporary k-rail barriers are not proposed for use at this location. All proposed work will be limited to the existing median and Caltrans' ROW.

Caltrans proposes to begin construction in April 2017 and to finish in June 2017. Work is expected to take approximately 50 days to complete. Installation of the concrete barrier at Location 1 is anticipated to take approximately 30 days, while the installation of the high-tension cable at Location 2 is anticipated to take approximately 20 days. However, work at both locations may be carried out concurrently.

The contractor will follow Best Management Practices during construction. Dust control measures will be implemented as part of the project. The contractor is responsible for the selection and environmental compliance of the selected borrow site from which fill material will be imported to the project site. Caltrans first must approve the fill by ensuring it meets all appropriate engineering standards. Equipment parking, project access, equipment maintenance, and other project-related activities will occur within Caltrans' existing ROW. Caltrans has indicated that designated staging areas for equipment storage and vehicle parking will be pre-approved by a Caltrans biologist. For the purpose of this project, all staging areas will occur within the project footprint for each location, as described on page 4. Any location the contractor uses that is outside this area will need to be evaluated and may require Caltrans either to revise its informal consultation or initiate formal consultation.

Avoidance and Minimization Measures

Caltrans will implement measures to reduce the potential for effects to the San Joaquin kit fox:

1. Preconstruction/pre-activity surveys will be conducted no less than 14 days and no more than 30 days prior to the beginning of ground disturbance and/or construction activities. Surveys for the San Joaquin kit fox and its dens will be performed throughout the project footprints at Locations 1 and 2, as well as within 200-ft. of each footprint, as feasible.
2. A qualified biologist(s) will conduct an environmental awareness training program for all construction personnel, covering the status of the San Joaquin kit fox, the importance of avoiding impacts to the species, and the penalties for not complying with minimization requirements. New construction personnel who are added to the project after the training is first conducted also will be required to take the training.
3. A qualified biologist(s) will be present on-site in the event that preconstruction surveys identify any potential or known dens in the project area. To the extent possible, the biologist(s) also will be available on-call when not present on-site.
4. Disturbance to all San Joaquin kit fox dens will be avoided to the maximum extent possible.
 - a. Potential and atypical dens that are located at least 50-ft. from construction will be protected with a 50-ft. zone. Known dens that are located at least 100-ft. from construction will be protected with a 100-ft. zone. In instances where 50-ft. or 100-ft. exclusion zones cannot be maintained, potential and/or known dens will be monitored; once these dens are verified to be unoccupied, they will be blocked temporarily (via sandbagging or installation of a one-way door) for the duration of the project.
 - b. If a natal/pupping den is discovered either within one of the project footprints or within 200-ft. of that footprint, Caltrans will notify the Service immediately.

5. At Location 1, Caltrans proposes to install 24 9-inch radius semi-circular wildlife passageways in the base of the concrete median barrier (Type 60/S design) at intervals of approximately 148-ft. The purpose of the openings is to maintain a degree of permeability and to allow the San Joaquin kit fox and other small wildlife to pass through the barrier.
6. All food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers and removed daily from each location in order to reduce the potential for attracting predator species.
7. No pets or firearms will be allowed on the project sites.

Action Area

The action area is defined in 50 CFR § 402.02, as “all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action.” The action area is composed of the project footprint for each of the two barriers at Locations 1 and 2. The footprints encompass 1) a total of 2.2-mi of median in which barrier installation activities will occur; plus 2) Caltrans’ existing ROW (i.e., pavement, bare ground, ruderal/weedy habitat, and landscaped vegetation) in which staging and other construction activities will occur. The action area also includes land extending approximately 200 ft. from the edge of each footprint, which will experience further-reaching effects of construction activities such as noise and visual disturbance.

Effects Analysis

The medians at Locations 1 and 2 contain ruderal, non-native annual grassland. At Location 1, which is characterized as rural, the median is narrow and difficult to access because the east- and westbound lanes are situated in close proximity to one another; at Location 2, which is characterized as urban, the median is significantly wider throughout the majority of the site. Each segment of median is routinely maintained by Caltrans through mowing and herbicide application. At both Locations 1 and 2, the highway ROW is composed of paved areas, bare ground, ruderal/weedy habitat, and landscaped vegetation (e.g., brush and small trees).

Surveys

According to the California Natural Diversity Database (CNDDDB, 2015)¹, there are no records of the San Joaquin kit fox within the action area, but there are three records of the species (one dating from 2003 and two from 1975) located within approximately 4-mi of the action area. In 2000 and 2014, Caltrans conducted spotlighting surveys for the San Joaquin kit fox in a rectangular region within approximately 2-mi of the Location 1 project area. The 2000 survey (which was performed for the SR 198 Hanford Expressway Project located immediately west of the current proposed project) detected three occurrences of the San Joaquin kit fox located approximately 1.5-mi north and 1.75-mi northeast of the Location 1 project area. Two of these occurrences were observed in virtually the same location and therefore were assumed to be the same individual. Although no San Joaquin kit foxes were detected during the 2014 surveys (6 separate surveys conducted on August 18-21, 27-28), three sightings of the grey fox (*Urocyon cinereoargenteus*) were observed in the same general area as the 2000 San Joaquin kit fox sightings. No spotlighting surveys were performed in and around the Location 2 project area because of its urban setting and lack of history of occurrences. When Caltrans conducted site assessments at both Locations 1 and 2 on

¹ California Natural Diversity Database. 2015. Natural Heritage Division, California Department of Fish and Wildlife. RareFind 5. Sacramento, California. Accessed March 17, 2015.

September 30 and November 6, 2014, it did not detect any San Joaquin kit foxes or associated sign, such as dens, scat, or tracks.

Habitat Loss/Disturbance and other Construction Effects

Caltrans has determined there to be no potential denning or foraging habitat available for the species at either Location 1 or 2. Therefore, the proposed project is not expected to permanently remove or temporarily disturb any potential San Joaquin kit fox habitat. With the implementation of the proposed avoidance and minimization measures such as preconstruction personnel training, monitoring, and den exclusion zones, adverse effects from project-related equipment/vehicle strikes are not anticipated.

Movement Corridors and Median Barriers

Given the high volume of traffic and the presence of well-maintained chain link fencing along the edge of the ROW on the north side of the highway and along the edge of the Visalia Municipal Airport property on the south side, Location 1 is unlikely to function as a suitable movement corridor for the San Joaquin kit fox. However, because there are past observations of the species in the vicinity of Location 1, and there is potentially suitable foraging habitat to the north and south of the ROW, there still remains the possibility that the species could enter the Location 1 project area in order to cross the highway. In contrast, Caltrans has concluded that Location 2 is not a suitable movement corridor due to its setting in downtown Visalia, high traffic volumes, elevated frontage roads and concrete retaining walls, and the absence of past San Joaquin kit fox sightings; therefore, the species is unlikely to enter the Location 2 project area.

Because there is some potential, though low, for the species to use the Location 1 project area to move across the highway, the permanent installation of the concrete median barrier at this site could trap the San Joaquin kit fox in the narrow median area and increase the likelihood of injury or death from vehicle strikes. By drilling 24 9-inch radius openings through the base of the median barrier at approximately 148-ft. intervals, Caltrans will reduce the risk to the San Joaquin kit fox by maintaining a degree of highway permeability and a means for the species potentially to move through the barrier. The permanent installation of the cable median barrier at Location 2 is not expected to hinder movement across the highway or increase the risk of vehicle-related mortality since the barrier's design allows species to pass freely underneath the cables.

Temporary K-rail Barriers

Temporary k-rail barriers will be used as a means of traffic control and safety only at Location 1. Although these are impermeable concrete features, their presence on-site is not likely to adversely affect the San Joaquin kit fox because: 1) the footprint of the project at this location is small-scale so the barriers will be in place only within a very small area (approximately 3,700-ft.) and for a very brief period of time (approximately 30 days); 2) the Location 1 project area is located outside of the San Joaquin kit fox core, satellite, and linkage recovery areas (Service, 2010)²; and 3) habitat within the Location 1 project area is unsuitable for the species.

Night Work

Caltrans proposes to carry out its median barrier installation activities at Location 1 at night; this also may be necessary for several activities at Location 2. Night work often involves activities that

² U.S. Fish and Wildlife Service. 2010. San Joaquin Kit Fox (*Vulpes macrotis mutica*) 5-Year Review: Summary and Evaluation. Sacramento Fish and Wildlife Office, Sacramento, California. 122 pp.

are more highly disruptive to traffic, and which otherwise cannot be undertaken safely during daylight hours under normal traffic conditions. Since there is some potential (though low) for the San Joaquin kit fox to move through the Location 1 project area, night work could be disruptive to the San Joaquin kit fox, particularly at dusk and dawn when the species is most active. Because the San Joaquin kit fox is unlikely to be present at Location 2, the risk to the species from the adverse effects of night construction is expected to be very low.

Determination

Caltrans has concluded that the project may affect, but is not likely to adversely affect the San Joaquin kit fox. This determination is based on the lack of suitable habitat present within the medians of Locations 1 and 2, as well as within the highway ROW; and the conservation measures proposed to minimize potential effects to the species.

After reviewing Caltrans' letter, and engaging in further correspondence with Caltrans, the Service concurs that it is reasonably likely that effects to individual San Joaquin kit foxes will be discountable, and that effects to habitat for the species will be insignificant; the action, therefore, is not likely to adversely affect the species.

Closing Statement

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

If you have questions regarding this project, please contact Jen Schofield, Wildlife Biologist, or me, at (916) 414-6600.

Sincerely,



Thomas Leeman
Chief, San Joaquin Valley Division

cc:
Craig Bailey, California Department of Fish and Wildlife, Fresno, CA

List of Technical Studies that are Bound Separately

Visual Impact Assessment

Natural Environment Study (Minimal Impacts)

Location Hydraulic Study