



NEPA/CEQA ADDENDUM

<b>DIST-CO-RTE:</b> 06 - FRE - 099
<b>PM/PM:</b> 21.200/24.400
<b>EA or Fed-Aid Project No.:</b> 06-0W800_ / 0617000306
<b>Other Project No.(specify):</b>
<b>Project Title:</b> El Dorado to Clinton Rehab
<b>Environmental Approval Type:</b> Complex EA / EIR
<b>Date Approved:</b> 2/8/2023 / 2/7/2023
<b>Reason for Consultation (23 CFR 771.129):</b> <input type="checkbox"/> Project proceeding to next major federal approval <input checked="" type="checkbox"/> Change in scope, setting, effects, mitigation measures, requirements <input type="checkbox"/> 3-year timeline (EIS only) <input type="checkbox"/> N/A (Re-Validation for CEQA only)
<b>Description of Changed Conditions:</b> 1) The project will remove the temporary pedestrian overcrossings at Belmont and Olive Avenue, and El Dorado Street. 2) The project will implement the Roeding Park permanent Pedestrian Overcrossing over Parkway Drive and State Route 99. 3) A separate section 4(f) de minimis was prepared and circulated to the public for 30 days. 4) The project includes the demolition of the former California Highway Patrol building at 1382 West Olive Street, Fresno, CA 93728. 5) Soil nails for will be added for retaining wall support at two locations extending underground outside of Caltrans Right-of-Way: 6) A visual barrier wall will be installed along the west side of SR 99, along Parkway Drive between Olive and Belmont avenues.

**NEPA CONCLUSION - VALIDITY**

Based on an examination of the changed conditions and supporting information: (Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.)

The original environmental document or CE remains valid. No further documentation will be prepared.

The original environmental document or CE is in need of updating; further documentation has been prepared and  is included on the continuation sheet(s) or  is attached. With additional documentation, the original ED or CE remains valid.

Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No

The original document or CE is no longer valid.

Additional public review is warranted (23 CFR 771.111(h)(3))  Yes  No

Supplemental environmental document is needed  Yes  No

New environmental document is needed  Yes  No (If "Yes," specify type:\_\_\_)

**CONCURRENCE WITH NEPA CONCLUSION**

I concur with the NEPA conclusion above.

William "Frais" Norris, AIA      4/17/2024  
Signature: Environmental Branch Chief      Date

Scott Eriksen      4-17-24  
Signature: Project Manager/DLAE      Date

**NEPA/CEQA ADDENDUM**

**CEQA CONCLUSION** (Only mandated for projects on the State Highway System)

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the five statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

- Original document remains valid. No further documentation is necessary.
- Only minor technical changes or additions to the previous document are necessary.
  - An addendum has been or will be prepared and is  included in the continuation sheets or  will be attached. It need not be circulated for public review. *(CEQA Guidelines, §15164)*
- Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15163)*
- Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15162)*  
(Specify type of subsequent document, e.g., Subsequent FEIR):
- The CE is no longer valid. New CE is needed:  Yes  No

**CONCURRENCE WITH CEQA CONCLUSION**

I concur with the CEQA conclusion above.

<u><i>J. William "Trais" Norris, AIA</i></u>	<u>4/17/2024</u>
Signature: Environmental Branch Chief	Date
<u><i>Scott Friesen</i></u>	<u>4/17/24</u>
Signature: Project Manager/DLAE	Date

## NEPA/CEQA ADDENDUM

### **CONTINUATION SHEET**

Address only changes or new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

#### **Changes in project design, e.g., scope change; new alternative; change in project alignment.**

1) The project involves the removal of the temporary pedestrian overcrossings at Belmont and Olive Avenue, and El Dorado Street as they are not needed for utility crossings anymore and the pedestrian counts were fairly low.

2) The project will implement the Roeding Park permanent pedestrian overcrossing at Post Mile 23.05, as a result of direct feedback from city of Fresno. It would be 8-foot wide, 1100 feet and located mid-block between the main east-west City streets of Olive and Belmont Avenue. The entire POC would be located on City motel property; approximately 20 feet of pavement would remain between POC and building/sidewalk. The city of Fresno would allow for construction of POC landing on this parcel at no charge to State.

3) A visual screenwall barrier will extend along Parkway Drive between Olive and Belmont Avenue, and will be approximately 1,400 feet long.

#### **Change in environmental setting, e.g., new development affecting traffic or air quality.**

#### **Change in environmental circumstances, e.g., new law or regulation; change in the status of a listed species.**

#### **Change in environmental impacts of the project, e.g., new type of impact, or a change in the magnitude of an existing impact.**

##### Section 4(f) De Minimis Impact Determination:

The Roeding Park/Parkway Pedestrian Overcrossing would provide a pedestrian pathway over Parkway Drive and State Route 99, connecting residents on the west side of Roeding Park to the east side of the freeway. The pedestrian overcrossing would land on open green space in the middle of Roeding Park, within proximity to the City Zoo and Playland and Storyland attractions. The construction of the eastern landing of the pedestrian overcrossing prompted the need to prepare a de minimis impact determination under Section 4(f). After review of the impacts to Roeding Park and the proposed mitigation, it is anticipated that the work would not permanently impact the activities, features, and/or attributes of the park and its historic value. A public notice went out and was posted to various businesses/recreational centers to notify the public of the de minimis standing for 14 days. The city of Fresno PARCS Director provided concurrence on this determination on April 16th, 2024.

## **NEPA/CEQA ADDENDUM**

### **California Highway Patrol Demolition:**

The former California Highway Patrol Demolition at 1382 West Olive Street, Fresno, CA 93728 will involve the demolition of the main building, the carports and other minor structures around it. Since the former CHP building was only surveyed on the inside, but exterior surfaces need to be tested and this will be covered with applicable NSSPs. The max ground disturbance consists of the building pad, and all underground conduits will be left empty and abandoned underground with a maximum depth of 5 feet for ground disturbance.

### **Retaining Wall Soil Nail Subsurface Easements:**

Soil nails for will be added for retaining wall support at two locations extending underground outside of Caltrans Right-of-Way:

1. Northbound State Route 99 centered on Railroad – Parcels 88588-89, 88986-89 (post mile 22.42 and 22.64)
2. Southbound State Route 99 centered on El Dorado – Parcels 88583, 89110 (post mile 21.46)

This work will be subcontracted out to a specialty contractor licensed and experienced to perform this type of work. The tieback rods can be drilled in or driven with a jack hammer depending on type designed. Work will be performed from the freeway side of the shoring and there should be minimal if any surface disruption on the private property. The Contractor does not anticipate any damage and/or impact to the adjacent property. The Contractor will perform a thorough survey of the property prior to the start of work. As previously stated, the Contractor can install vibration monitors on the house and nearby.

**Change to avoidance, minimization, and/or mitigation measures since the environmental document was approved.**

**Change to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.**

### **Other Information**