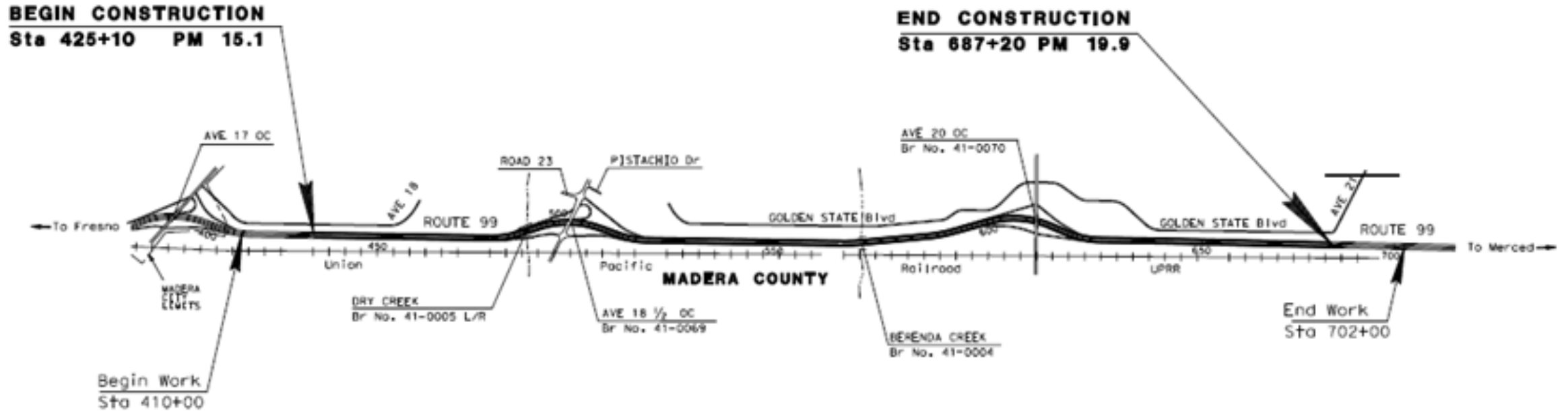


# North Madera 6 Lane

## Post Miles 15.1-19.9



EA 06-0Y360, Madera County

CTIPS 22100000457 MAD417004



# Project Overview

- 1) Project Description
- 2) Project Location
- 3) Purpose and Need
- 4) Project Listing in the Federal Transportation Improvement Plan/California Transportation Improvement System (FTIP/CTIPS)
- 5) Traffic Data and a Summary of Traffic Findings
- 6) Project Schedule
- 7) Project-Level Conformity Summary

# Mainline Description

- The project would widen State Route 99 from four to six lanes between post mile 15.1 and post mile 19.9 in Madera County.
- A Build Alternative (Alternative 1) and a No-Build Alternative are under consideration.
  - Under Alternative 1, two additional lanes would be constructed within the existing median. Existing lanes and shoulders would be reconstructed and upgraded to standard widths where feasible.
  - Lanes would be 12 feet wide, and shoulders would be 8 to 10 feet wide.
- Median barriers would be installed throughout the project limits, consisting of concrete barriers in non-floodplain areas and thrie-beam barriers in floodplain areas.

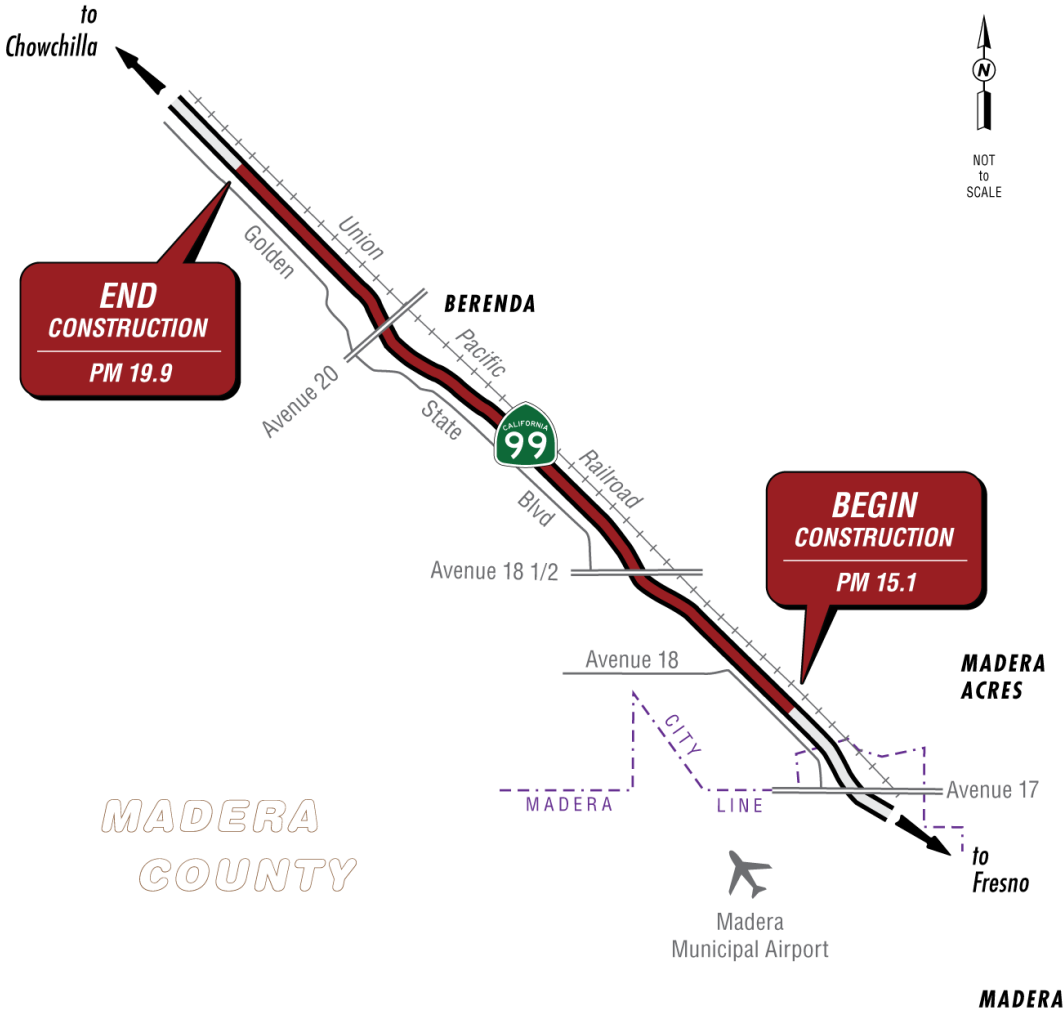
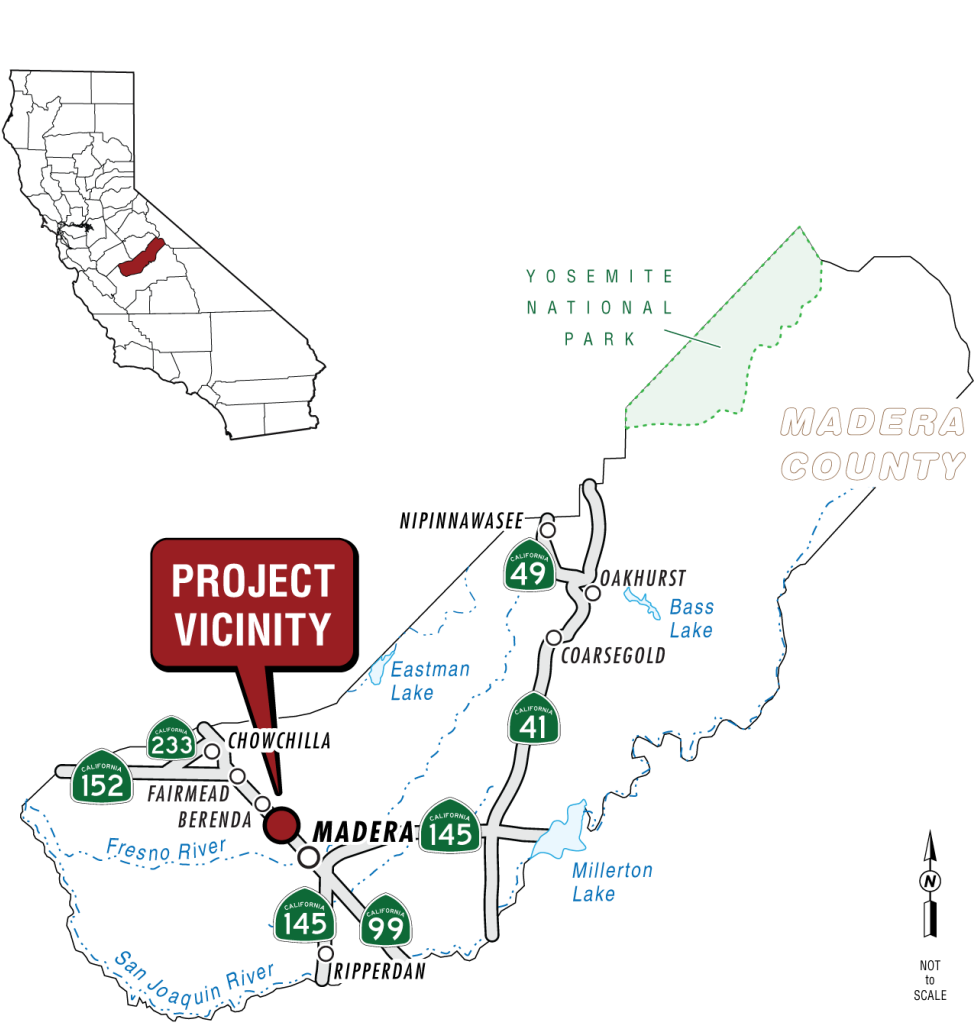
# Mainline Description (continued)

- Flared-end sections and drainage systems would be upgraded to current standards.
- Drainage improvements in the northbound direction would be constrained by the nearby railroad.
- No new drainage basins are anticipated under the proposed alternative.
- Overhead signs and gore areas would also be upgraded to current standards.
- All ramps within the project limits would be overlaid with hot-mix asphalt, as required.
- Complete Streets Elements, such as sidewalks and crosswalks, would be implemented at Avenue 18½, where feasible.

# Berenda Creek and Dry Creek Bridges

- The Berenda Creek Bridge would be improved to accommodate the additional lane and standard shoulder widths.
- The Dry Creek Bridge would be decked within the median to form a single structure.
  - New abutments and piers would be constructed for both bridges.
- Existing trees and vegetation near the bridges may be removed to accommodate the proposed bridge improvements.

# Project Vicinity and Location



# Purpose

- Improve route continuity by widening the existing four lanes to six lanes between Avenue 17 and Avenue 21 ½ (post miles 15.1-19.9).
- Relieve traffic congestion.
- Improve travel-time reliability.
- Improve traffic operations and safety.
- Repair and extend the service life of the existing pavement on State Route 99 within the project limits.

# Need

- Close the existing six-lane gap between Avenue 17 and Avenue 21 ½ for route continuity.
  - The existing four-lane segment is the last segment of State Route 99 that is not a six-lane facility. The project would expand the four-lane segment to six lanes to complete the six-lane facility along this stretch of State Route 99.
- Relieve traffic congestion and improve travel-time reliability.
  - All segments of State Route 99 within the project limits operate at a level of service ranging from D to F. If the remaining D segments are not improved, the level of service will deteriorate to F and result in significant commuter delays.
- Improve Safety
  - Actual fatal, fatal-plus-injury, and total collision rates for similar roadways with comparable traffic volumes exceed the statewide averages.
- Repair and extend the service life of the existing pavement on State Route 99 within the project limits.
  - Pavement within the project limits is distressed and needs to be repaired.



# Project Listing in CTIPS

CTIPS Description: North Madera 6 Lane (in Madera County from 0.5 mile north of the Avenue 17 Overcrossing to 1.0 south of the Avenue 21 1/2 Overcrossing.)

A total of \$226,344,000 is programmed for the project.

- Pre-Engineering
  - \$4,300,000 in FY 24/25.
  - \$244,000 in FY 26/27
  - \$8,400,000 in FY 28/29.
- Right-of-Way
  - \$19,800,000 in FY 28/29.
- Construction
  - \$193,600,000 in FY 29/30.

Madera County - Federal Transportation Improvement Program (Dollars in Whole) State Highway System										Amended				
DIST: 06 CT PROJECT ID: COUNTY: Madera County	PPNO: 7004 ROUTE:	EA: 0Y360	CTIPS ID: 221-0000-0457 MPO ID.: MAD417004 PM:	TITLE (DESCRIPTION): North Madera 6 Lane (in Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing.)				MPO Aprv: State Aprv: Federal Aprv:  EPA TABLE II or III EXEMPT CATEGORY Null						
IMPLEMENTING AGENCY: Caltrans PROJECT MANAGER: Mike Day			PHONE: (559) 383-5247			EMAIL: mike.day@dot.ca.gov								
PROJECT VERSION HISTORY (Printed Version is Shaded)										(Dollars in whole)				
Version	Status	Date	Updated By	Change Reason	Amend No.	Prog Con	Prog RW	PE						
2	Active	10/15/2025	JFINDLEY	Amendment - Cost/Scope/Sch. Change	10	193,600,000	19,800,000	12,944,000						
1	Official	07/17/2024	JFINDLEY	Adoption -	0	193,600,000	19,800,000	12,700,000						
IIP -				PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL		
Fund Source 1 of 3				PE	4,300,000								4,300,000	
Fund Type: STIP Advance Construction				RW										
Funding Agency:				CON										
				Total:	4,300,000								4,300,000	
Future Need -				PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL		
Fund Source 2 of 3				PE					8,400,000					8,400,000
Fund Type: Future Funds				RW					19,800,000					19,800,000
Funding Agency:				CON						193,600,000			193,600,000	
				Total:					28,200,000	193,600,000			221,800,000	
Federal Disc. -				PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL		
Fund Source 3 of 3				PE					244,000					244,000
Fund Type: Earmark Repurposing				RW										
Funding Agency:				CON										
				Total:					244,000					244,000
Project Total:				PRIOR	24-25	25-26	26-27	27-28	28-29	29-30	BEYOND	TOTAL		
				PE	4,300,000		244,000		8,400,000			12,944,000		
				RW					19,800,000			19,800,000		
				CON						193,600,000			193,600,000	
				Total:	4,300,000		244,000		28,200,000	193,600,000			226,344,000	
Comments: FTIP Amendment Adding Earmark Repurposing Funds														
***** Version 2 - 10/15/2025 *****														
2025 FTIP														
2024 ITIP														
2022 RTP, Table B-1														
SR 99 4 to 6 Lanes														
Caltrans total estimated project cost is \$226,100,000														
Performance Measure 1 and 2														
***** Version 1 - 04/10/2024 *****														

# Project Listing in 2025 FTIP

- FTIP Description: In Madera County, from 0.5 mile north of the Avenue 17 Overcrossing to 1 mile south of the Avenue 21 1/2 Overcrossing.
- <https://www.maderactc.org/programming/page/federal-transportation-improvement-program-ftip-and-air-quality-planning>

## Madera County 2025 Federal Transportation Improvement Program San Joaquin Format (Highest Version) STIP - Regional Choice Program

Route Postmile PIN Dist-EA Fund AO Lead	Description  Total Escalated Cost  Status			Program Schedule (Construction costs escalated per Caltrans percentage)						Change Description  Project Comments  Funding Summary (Current & Prior Years)				
				Prior Years	Four Year Element					Local	State	Federal		
					24/25	25/26	26/27	27/28	28/29				29/30	
MAD417005  MEA 0.00 Caltrans	Project Description: (Caltrans): In Madera County at the State Route (SR) 99/SR 233 Interchange. This project will improve safety for pedestrians and bicyclists. Interchange improvements include roundabouts at the ramp intersections: ramp  \$ 21,261,000 DFTIP Amend 0.00                      22100000355	PE	5,700,000								Carry Over			
		RW			3,361,000							2025 FTIP		
		Const				12,200,000						2022 RTP, Table B-1		
		Total										Caltrans Total Estimated Project Cost is:		
											Prior	5,700,000		
											Current	15,561,000		
MAD417004 06-0Y360 STIP-AC/NO-FUN 0.00 Caltrans	In Madera County from 0.5 miles north of Avenue 17 Overcrossing to 1.0 south of Avenue 21 1/2 Overcrossing  \$ 226,100,000 DFTIP Amend 0.00                      22100000457	PE		4,300,000					8,400,000					
		RW							19,800,000			2025 FTIP		
		Const									193,600,000	2024 ITIP		
		Total										2022 RTP, Table B-1		
											Prior			
											Current	221,800,000	4,300,000	
99 MAD417003 06-0H220 STIP-AC/BOND9 0.00 Caltrans	In Madera County, from North of Fresno-Madera County line to North of Avenue 12. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage. construct  \$ 112,073,000 DFTIP Amend 0.00                      12100000243	PE	12,873,000								Carry Over			
		RW	5,500,000									2025 FTIP		
		Const			54,700,000	39,000,000						2022 RTP, Table B-1		
		Total										Performance Measure 1, 2 and 3		
											Prior	9,000	7,719,000	
											Current		10,645,000	
													93,700,000	
MAD417008  DEV/CP/FCDS/IN 0.00 Madera County	In the County of Madera, from Ave 10.5 to Ave 12, widen to 4 lane expressway. From Ave 12 to 0.4 miles north of Ave 15, widen to 4 lane conventional highway.  \$ 123,700,000 DFTIP Amend 0.00                      22100000406	PE	11,750,000		24,000,000						Carry Over			
		RW	2,950,000									2025 FTIP		
		Const			85,000,000							2022 RTP, Table B-1		
		Total										Performance Measure 1 and 2		
											Prior	12,750,000	1,950,000	
											Current	84,000,000	25,000,000	
MAD417009  DEV 0.00 Madera County	In the County of Madera, From Ave 12 to Ave 14 reconstruct existing 4 lane in ultimate configuration. From Ave 14 to 0.4 miles north of Ave 15, upgrade to a 4 lane expressway. From 0.4 miles north of Ave 15 to 1.4 miles north of Ave 15, widen to a 4 \$ - DFTIP Amend 0.00                      22100000407	PE									Carry Over			
		RW										2025 FTIP		
		Const										2022 RTP, Table B-1		
		Total										Future Funding Project Included for Environmental Clearance		
											Prior			
											Current			
MAD517005  ST-CASH/COVIC 0.00 Madera County Transportation	Planning, Programming and Monitoring.  \$ 3,031,000 DFTIP Amend 0.00                      12100000065	PE									Carry Over			
		RW										2025 FTIP		
		Const	2,506,000	107,000	107,000	107,000	107,000	97,000			2024 STIP, Page 31 of 97			
		Total									***** Version 1 - 02/26/24 *****			
											Prior	2,462,000	44,000	
											Current	525,000		

# Traffic Data, Models, and Methodology

- Freeway and merge/diverge segments were analyzed using HCS 2024 software based on HCM methodology.
- The truck percentage of 21.96 percent can be accessed at <https://dot.ca.gov/programs/traffic-operations/census> under “Truck Traffic: Annual Average Daily Truck Traffic.”
  - The truck percentage is applicable for both Open to Traffic 2034 and 2054 Horizon Years.
  - For the ramps, hourly traffic counts were based on traffic studies conducted for local development.

# 2022 Existing Year AADT and Level of Service

Scenario	AADT/Truck AADT	Peak Volume AM/PM (mph)	Peak Speed AM/PM (mph)	Peak AM/PM LOS
Existing Year 2022 No Build Peak	76,000/16,690	2,320/2,583	58/54	D/D
Existing Year No Build Non Peak		2,643/3,419	67/67	B/B

Caltrans D6 Traffic Forecasting and Operations.

# 2034 and 2054 No Build Alternative AADT and Level of Service

Scenario/ Analysis Year	AADT/Truck AADT	Peak Volume AM/PM (mph)	Peak Speed AM/PM (mph)	Peak AM/PM LOS
2034 No Build Peak	87,500/19,215	2,663/2,878	52/47	D/E
2034 No Build Non Peak		3,037/3,929	67/67	B/C
2054 No Build Peak		3,483/3,192	48/43	F/F
2054 No Build Non Peak		3,490/4,515	67/67	B/C

Caltrans D6 Traffic Forecasting and Operations.

# 2034 and 2054 Build Alternative AADT and Level of Service

Scenario/ Analysis Year	AADT/Truck AADT	Peak Volume AM/PM (mph)	Peak Speed AM/PM (mph)	Peak AM/PM LOS
2034 Build Peak	115,500/25,364	2,878/3,203	58/58	C/D
2034 Build Non Peak		3,307/3,929	67/67	B/C
2054 Build Peak		3,761/4,201	56/54	D/D
2054 Build Non Peak		3,710/4,515	67/67	B/B

Caltrans D6 Traffic Forecasting and Operations.

# Mainline Traffic and Traffic Findings

- The comparison of traffic volumes for the Open-to-Traffic and Design years does not change; the Build and No-Build scenario volumes remain the same.
- The periods from the Existing Year (2022) to the Open-to-Traffic Year (2033) and from the Open-to-Traffic Year (2034) to the Design Year (2054) reflect increases in traffic volumes due to anticipated population growth, rather than new traffic induced by project construction.
- Between the Existing Year (2022) and the Open-to-Traffic Year (2034), the AADT increases by 11,500 vehicles—a 15 percent increase over 12 years.
  - Under the No-Build Alternative, the Level of Service (LOS) is D/E, whereas under the Build Alternative, the LOS is C.
- Between the Open-to-Traffic Year (2034) and the Design Year (2054), the AADT increases by 28,000 vehicles—a 32 percent increase over 20 years.
  - Under the No-Build Alternative, the Level of Service is F, whereas under the Build Alternative, the LOS is C.

# Schedule

Date	Action
3/12/2025	Begin Environmental
4/3/2028	Begin Project Approval & Environmental Document (PA&ED)
8/1/2031	Begin Design
6/15/2031	Ready to List (RTL)
6/6/2032	Begin Construction



# Project-Level Conformity Conclusion

The North Madera 6-Lane Project does not meet the criteria for a POAQC as defined in the final rule by 40 CFR 93.123(b)(1).

- The project is a non-exempt project that is not a local air quality concern under 40 CFR 93.123(b)(1)(i) and (ii), which states that “Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level of Service D, E, or F.”

# Project-Level Conformity Summary

- Caltrans requests IAC Group concurrence that the project is not a Project of Air Quality Concern (POAQC) for the following reasons:
  - The Build/No-Build AADT and Truck AADT are the same for the Existing, Open-to-Traffic, and Design years.
  - Growth in traffic and truck volumes is attributable to anticipated population growth; no new traffic would be induced by project construction.
- Project construction would result in a continuous six-lane facility that would eliminate bottlenecks, enhance traffic operations, and improve travel-time reliability along this segment of State Route 99 in Madera County.

# Questions?



[Contact - Ken.J.Romero@dot.ca.gov](mailto:Ken.J.Romero@dot.ca.gov)