

03-COL-20 – PM 22.2/22.8
EA 03-3F120K
EFIS 0312000261
SR 20 Connection
September 2012

This Project Study Report-Project Development Support (PSR-PDS) has been prepared under the direction of the following Registered Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

R. M. Brogan
R. MATTHEW BROGAN

9/21/12
DATE



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1. INTRODUCTION

The City of Williams (City) is the lead agency for completion of a Project Study Report-Project Development Support (PSR-PDS) for the SR 20 Connection east of I-5. The project will include a new at-grade intersection with SR 20 and an extension of Margurite Drive from SR 20 south to Ella Street. The limits of this PSR-PDS include the new intersection with SR 20 and the new local roadway connection.

SR 20 is classified as an access controlled freeway, although it currently operates as a 2-lane conventional highway. In order to provide an access opening for the new local roadway connection, SR 20 needs to be “denominated” from a freeway to an access-controlled expressway. The denomination process includes the completion of the PA/ED phase, and then a formal action from the Caltrans Design Headquarters. The break in access control along SR 20 for the new intersection will then require a formal action from the California Transportation Commission (CTC). The approval of this PSR-PDS will allow the project to move into the PA/ED phase and begin the denomination process.

The purpose of the PSR-PDS is to identify and estimate project scope, schedule, support costs necessary to complete studies and work needed during the Project Approval and Environmental Document (PA&ED) phase, and to estimate preliminary construction costs. The PSR-PDS will also develop geometric designs for a new intersection on SR 20 with the local roadway (Margurite Drive). The completion of the PSR-PDS will allow the City to move on to the PA&ED phase and to begin to plan for future transportation funding needs.

The project approvals and design will be locally funded by the City of Williams. Exhibits showing the proposed intersection improvements and the local road connections are contained in Attachment B.

There are three alternatives proposed with this project, which are two “Build” alternatives and one “No Build” alternative. For the “Build” alternatives, the new intersection with SR 20 will be located between the NB I-5 ramp terminals and Husted Road. Alternative “A” would locate the new intersection just east of I-5 and would be positioned based on a detailed traffic operations analysis. Alternative “B” would locate the intersection to provide even signal spacing between the I-5 ramp terminals and Husted Road. In both alternatives, designated turn-lanes will be added along SR 20 to accommodate the turning movements. The new turn lanes will require sliver widening along SR 20. Signal Warrants will be prepared during the PA/ED phase.

A summary of the project alternatives is shown below.

Project Limits Dist., Co., Rte., PM)	03-COL-20, PM 22.2/22.8
Number of Alternatives:	3 Total (2 Standard Intersections, and No Build Alternative)
Capital Construction Cost Range (excluding “no build”)\$ in millions	\$3.1 (Similar Costs for Both Alternatives)
Right of Way Cost Range (excluding “no build”).	\$230,000 (this cost includes new easements and relocation costs for the Glenn-Colusa Irrigation District canal, and environmental mitigation)
Funding Source:	Local Agency
Type of Facility (conventional, expressway, freeway):	Current Condition: Freeway Proposed Condition: Expressway
Number of Structures:	1 – A New Box Culvert is Required for the Glenn-Colusa Drainage Canal
Anticipated Environmental Determination or Document:	IS/MND – CEQA
Legal Description	Intersection
Project Category	2

The intent of this PSR-PDS is to provide a scoping document for the PA&ED phase. As such, the remaining support, right of way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. These will be deferred until the PA&ED phase, which will serve as the programming document for the remaining support and capital components of the project. A Project Report will serve as approval of the “selected” alternative.

Other approvals required during the PA&ED phase are:

- Traffic Analysis and Forecasting
- Development of Detailed Project Alternatives (GAD’s)
- Detailed Typical Sections
- Approval of Identified Design Exceptions
- Right-of-Way Data Sheets
- Storm Water Data Report
- Draft and Final Project Report
- Draft and Final Environmental Document
- Approved Location Hydraulic Study
- Cooperative Agreement between (For the PA/ED and Construction Phases) City of Williams and Caltrans

2. BACKGROUND

SR 20 was originally Route 15 when it was added to the State Highway System in 1909. The segment west of Williams was added to the State Highway System in 1919. SR 20 (From Route 101 to I-80) as was ultimately adopted into the Freeway and Expressway System in 1959 by the CTC.

This section of highway was constructed as a 2-lane expressway with 12-foot lanes and 8-foot shoulders. Interstate 5 Interchange is located to the west of the proposed local connection to SR 20. The final location of the new intersection will be determined based on detailed traffic analysis of the build-out traffic conditions. The local road connecting to SR 20 will be the extension of Margurite Drive from the south.

According to the Caltrans Transportation Corridor Concept Report prepared in May 2009, this segment of SR 20 is currently operating at acceptable levels and is uncongested. Therefore, Caltrans has no plans for future highway improvements at this location. The General Plan Update explains that this segment of SR 20 between Husted Road and I-5 would operate unacceptably if the “no build” alternative were chosen.

The City of William’s General Plan Update (GPU), Adopted in June 2012, identifies the new local road intersection on SR 20 that would extend Margurite Drive from the south. The new connection would improve traffic circulation and facilitate economic development opportunities for the commercial and business park development in the northeast section of the City.

The Draft GPU and the Draft Environmental Impact Report was submitted to Caltrans District 3 in 2011. After a series of reviews of the Draft GPU and its associated traffic studies, Caltrans staff ultimately provided concurrence for planning-level feasibility of the project. The written concurrence from the Office of Transportation Planning was provided on April 18th, 2012.

3. PURPOSE AND NEED STATEMENT

The Project Purpose and Need Statement was developed by the City of Williams for the PSR(PDS) Phase.

Purpose and Need

Anticipated growth and employment in the east side of Williams will positively influence the travel needs within the City and the adjacent segments of Interstate 5 and State Route 20. A new connection (intersection) to SR 20 and the extension of Margurite Drive would provide a new north-south roadway parallel to I-5. This new connection is an integral component for providing adequate circulation within the east section of the City of Williams, and to meet the project traffic needs in the General Plan. As discussed in the City of Williams General Plan Update, adopted on June 20th, 2012, the extension of Margurite Drive to SR 20 is envisioned to improve circulation and provide logical access to this area and facilitate economic development in this section of the City.

4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT

The Traffic Engineering and Performance Assessment is based on the transportation analysis conducted for the City of Williams General Plan Update, May 2012 (adopted June 18, 2012). A project specific traffic operations analysis report will be completed during the PA&ED phase.

SUMMARY OF PRELIMINARY FINDINGS & RECOMMENDATIONS

The following outlines General Plan population and employment projections, traffic analysis scenarios, traffic volume forecast development, and traffic operations analysis methods that will support the transportation analysis for the PA & ED phase.

General Plan Population and Employment Projections:

The City General Plan assumes build-out by 2030 with an anticipated population ranging from about 7,700 to 12,000. The General Plan is based on population of 9,822. To achieve population buildout by 2030, the City would need to grow at an annually rate of about four percent, which is in line with recent growth trends in the City but about twice the annual growth rate Colusa County has experienced since 2000.

Employment growth is based on buildout of the following land uses:

- 378 acres of industrial development
- 94 acres of retail development
- 319 acres of service/office development

The employment from this level of non-residential development is significantly greater than can be supported by the City’s population alone. The six-county SACOG region supports 0.24 retail and 1.17 total employees per household. Employment levels based on the non-residential development assumed in the City of Williams General Plan are five times higher for retail and 13 times higher for total employment than the levels supported in the SACOG region.

Consequently, full build-out of the City’s General Plan is well beyond the stated 2030 horizon year.

Transportation Analysis Scenarios:

The transportation analysis will include existing conditions, construction year, and design year conditions. Design year will represent conditions 20 years after construction of the project. For construction and design year conditions, the transportation analysis will analyze traffic operations for the “Build” and the “No-Build” alternatives.

In addition to the construction and design year analysis, typical for programming documents, we will also analyze build-out conditions along SR 20 (I-5 to Husted Road) to confirm that adequate spacing is provided between the northbound ramp-terminal intersection at the SR 20/I-5 interchange and the proposed new local road connection. This analysis will be conducted using SimTraffic micro-simulation. Build-out traffic volume forecasts and planned improvements identified in the City of Williams General Plan along SR 20 will be used for this analysis.

Traffic Volume Forecast Development:

Development of the construction year and design year traffic volume forecasts will begin with the traffic volume forecasts developed for the transportation analysis conducted for the City of Williams General Plan. As outlined above, the land use growth assumptions in the General Plan represent conditions well beyond year 2030. Therefore, market-level forecasts will be developed that are derived from population and employment growth expected through the design year. Market-level conditions will be determined by considering employment necessary to support planned population growth in the City, applicable growth in

Colusa County, and travelers on I-5. Employment rates from communities along I-5, similar to Williams, will be considered when developing employment levels needed to support travelers on I-5. Traffic volume forecasts from the City of Williams General Plan, will be used for the Build-out analysis discussed above.

The traffic volume forecasts will include a.m. and p.m. peak hour intersection turning movement forecasts for key study locations on SR 20, I-5, and E Street.

Traffic Operations Analysis Methods:

Traffic operations will be analyzed consistent with the procedures in the Highway Capacity Manual (HCM), (Transportation Research Board, 2010) using SYNCHRO. If design year conditions show substantial congestion levels, the SIMTRAFFIC micro-simulation model will be used to confirm vehicle queuing and associated storage requirement on SR 20 at the new public road connection with SR 20. The Leisch Method will be used to analyze weaving areas on I-5 between SR 20 and E Street. Assessment of walking, bicycling, and transit will be based on applicable policies of Williams and Caltrans.

Performance Measures

The following peak hour performance measures will be reported:

- Intersection LOS and delay
- Vehicle queue lengths for critical locations
- Freeway LOS and density
- VMT and VHT (design year conditions)
- Percent demand served for congested locations

Data Collection

Data collection will include the following items:

- Recent traffic volume data
- Existing lane configurations at intersections, interchanges, and freeway segments
- Existing and planned traffic controls
- Existing bicycle and pedestrian facilities
- Existing transit facilities and services
- Available TASAS and SWITRS collision data for most recent 3-year period
- Programmed transportation improvements

For the traffic operations analysis, the project team will coordinate traffic counts, and use the counts to estimate peak hour factors and truck percentages.

Safety

The Project Team will analyze existing safety conditions using TASAS and SWITRS collision data for the most recent three-year period in the project area.

Key Input Parameters

The following input parameters were developed during the preparation of the General Plan EIR and will be applied for the analysis I-5 mainline, ramp merge/diverge, and weave areas:

- Peak Hour Factor (PHF) – 0.92
- Terrain – Level
- Truck/Bus % – 27% for the mainline and 5% for the ramps.
<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/truck2008final.pdf>
- RV % – 0%
- Free Flow Speed (FFS) – 65 MPH
- Passenger Car Equivalent – 1.5 (Leisch Method)
- Weave Section Length – 1,100 feet southbound and 1,266 northbound

5. DEFICIENCIES

Currently, the only north/south access east of SR 20 to E Street is along Husted Road. Anticipated development for the parcels east of I-5 will impact traffic levels on these existing roadways.

Based on information obtained from previous traffic analysis performed for other projects in the area, the construction of Margurite Drive reduces traffic volumes on Husted Road and Ella Street. Thus, Margurite Drive would have a positive impact on travel times in the transportation analysis area.

6. CORRIDOR AND SYSTEM COORDINATION

The 2009 SR 20 Transportation Corridor Concept Report identifies the concept facility as a two-lane conventional highway with passing lanes. The ultimate facility is a four-lane expressway, which is consistent with the City General Plan reviewed and approved by Caltrans. Planned projects include installing passing

lanes between Colusa and Williams to be constructed in 2013. Conceptual improvements on SR 20 include turn lanes or channelization at every county road connection (2020), widening to eight foot shoulders (2015), and intersection improvements at Husted Road due to proposed development (2015).

Construction of the Margurite Drive extension from SR20 to Ella Street is consistent with the City General Plan.

7. ALTERNATIVES

This project proposes a new connection at SR 20 and Margurite Drive located within the City. In addition to the “No Build” Alternative, there are two alternatives identified for the SR20/Margurite Drive intersection in this PSR-PDS.

Alternative A will provide a new connection just east of the I-5/SR 20 interchange. The location of the intersection would be determined based on a detailed traffic operations analysis of the build-out traffic conditions. As part of the intersection improvements, turn lanes would be required on SR 20 in both directions to enhance traffic operations. Although Signal Warrants have yet to be completed, it’s anticipated that the intersection will be signalized. The SR 20 east bound direction will include through lane and a right turn lane. The SR 20 west bound direction will include a thru-lane and a left-turn lane. Margurite Drive north bound will include a left-turn and right-turn lane.

Alternative B also provides an extension of Margurite Drive and connection to SR 20. The intersection location in Alternative B would be centered between the I-5 ramp terminal intersection and the Husted Road intersection. This alternative is being considered because it provides even intersection spacing along this highway segment.

The Margurite Drive connection to Ella Street provides a two-lane local roadway facility with a continuous two-way left-turn lane. The alignment of the Margurite Drive extension between Ella Street and SR 20 will be dependent on the final location of the intersection with SR 20. With Alternative A, the alignment of Margurite Drive would consist of two reversing horizontal curves. Alternative B provides a more direct route to SR 20 and includes only one horizontal curve. This local roadway will be designed to AASHTO standards.

Based on initial review of the project as part of the PSR-PDS, a design exception for access opening location will be required for the intersection improvements (HDM Index 205.1 (1)). This will be reviewed during the PA&ED phase to provide formal documentation.

The recommended alternative will be selected following the PA&ED phase. The City intends to carry all alternatives through the PA&ED phase.

8. RIGHT-OF-WAY

Additional Right of Way totaling approximately 5.2 acres is required to construct the SR 20 intersection, including the intersection and future Margurite Drive connection; a total of five parcels may be involved. The potentially affected properties are as follows:

- 016-070-044 – V&R Land Investments, LLC
- 016-070-053 – V&R Land Investments, LLC
- 016-070-055 – V&R Land Investments, LLC
- 016-070-072 – Glenn Colusa Irrigation District (Joint Tenants)
- 016-070-113 – Williams Fire Protection Authority

All properties are currently undeveloped. Right of way required for the project is presumed to be dedicated by active development interests adjacent to the limits of the proposed project.

Using the information collected during PA&ED, Right of Way Data Sheets will be prepared in conformance with Chapter 4 of the Caltrans Manual, for inclusion within the Project Report.

The Conceptual Cost Estimate - Right of Way Component sheet is included in the attachments to this report.

Utility Conflicts: No formal utility coordination procedures have started on this project. However, the following information was obtained based on from Caltrans As-Builts and preliminary site investigations.

Within the limits of the project area, underground telecommunication lines (AT&T) and irrigation canals are operated by the Glenn Colusa Irrigation District (GCID). The canal and maintenance road are in conflict with the intersection improvements and would need to be relocated during construction. It is not anticipated that the AT&T lines will be in conflict. There are also underground electrical facilities owned by PG&E located in private property on the south side of SR 20. It is not anticipated that the electrical lines will require relocation.

9. STAKEHOLDER INVOLVEMENT

The Environmental Document will be circulated for public review during the PA&ED phase. The project has also been presented to the City Council.

10. ENVIRONMENTAL DETERMINATION/DOCUMENT

The key environmental issues and anticipated level of environmental documentation for the intersection have been documented in the PEAR. The potentially significant environmental issues are related to biological resources and flood-zone impacts. It is anticipated that these effects can be reduced by the identification and implementation of mitigation measures. Therefore, the anticipated CEQA environmental document for this project is an Initial Study with proposed Mitigated Negative Declaration. The environmental document under NEPA was not determined since no Federal funding is anticipated for this project. In accordance with Caltrans District 3 Director's July 16, 2012, letter, the City of Williams has been delegated as the CEQA Lead Agency for this project.

It is anticipated that the proposed project would require preparation of the following technical studies: growth study, farmlands/timberlands, community impact assessment, hydrology and floodplain, water quality study, noise study, air quality study, cultural resources studies, natural environment study, energy and climate change, paleontological evaluation report, initial site assessment, cumulative impacts, and preliminary site investigation. Documentation on the project's effects on visual resources, climate change and cumulative impacts will be needed for the project file and environmental document.

The proposed project will likely require environmental permits from USACE, DFG, RWQCB, as well as consultation with the USFWS, and the SHPO.

11. FUNDING

The project will be funded with "Local Development Funds." The construction and support costs listed below include all roadway, and structures work related to the new intersection and local roadway extension described above.

Construction Costs		
	Build (Alternatives A and B)	No Build
Roadway Items	\$2.8M	\$0
Structure Items (Box Culvert)	\$0.2M	\$0
Stormwater	\$0.1M	\$0
Right of Way & Utilities*	\$0.3	\$0
Total Capital Costs	\$3.4M	\$0
Support Costs		
	Alternatives A and B	No Build
Environmental	\$0.15M	\$0
Design	\$0.3M	\$0
Right of Way**	\$0.05M	\$0
Construction Support	\$0.2M	\$0
Total Support Costs	\$0.7M	\$0
Total Project Costs	\$4.1M	\$0

* Right of Way costs are un-escalated.

** This includes preparations of legal descriptions and plats for dedications

12. SCHEDULE

HQ Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	September 2012
Circulate Draft ED	April 2013
PA & ED	June 2013
Project PS&E	November 2013
Right of Way Certification	November 2013
Ready to List	December 2013
Start Construction	Spring 2014
End Project	Summer 2014

13. FHWA COORDINATION

No FWHA Approvals are anticipated at this time. No federal funds are anticipated at this time.

14. PROJECT PERSONNEL/DISTRICT CONTACTS

Gary Price	City of Williams	(530) 218-1059
Chuck Bergson	City of Williams	(530) 473-5389
Matt Brogan	Project Manager Mark Thomas & Company	(916) 381-9100
John Holder	Caltrans Special Funded Project Mgmt	(530) 741-5448
Greg Matuzek	Stantec Consulting Services – Environmental	
Dave Robinson	Fehr & Peers – Traffic Analysis	(916) 773-1900
Suzanne Melim	Caltrans Office of Environmental Mgmt	(530) 741-4884

15. PROJECT REVIEWS

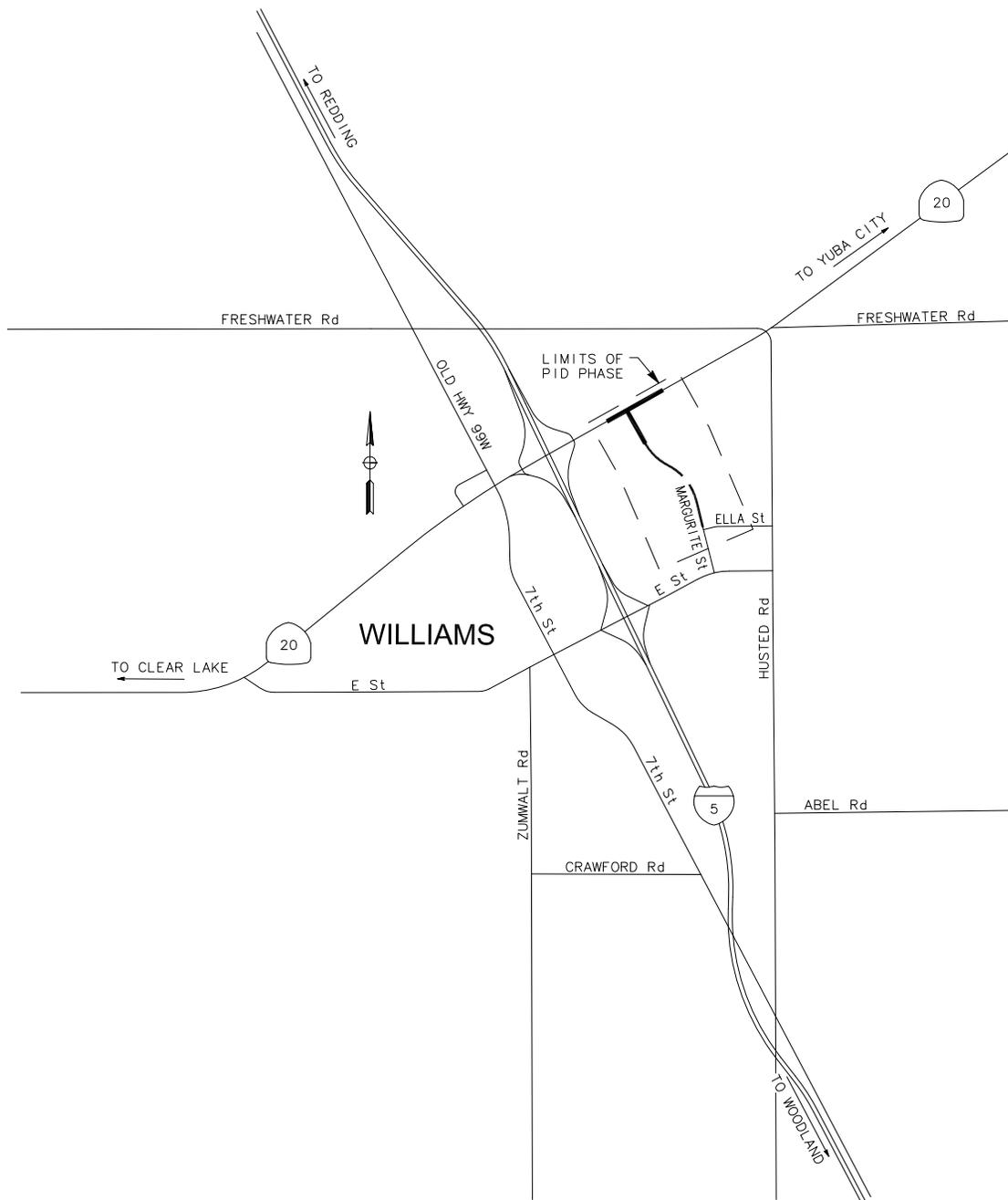
This Final PSR-PDS is being submitted to Caltrans for approval.

16. ATTACHMENTS

- A. Location Map
- B. Project Alternatives
- C. Project Cost Estimates
- D. Typical Cross Sections
- E. Preliminary Environmental Analysis Report (PEAR)
- F. Transportation Planning Scoping Information Sheet
- G. Right Of Way Conceptual Cost Estimate Component
- H. Risk Register

Attachment A

Location Map

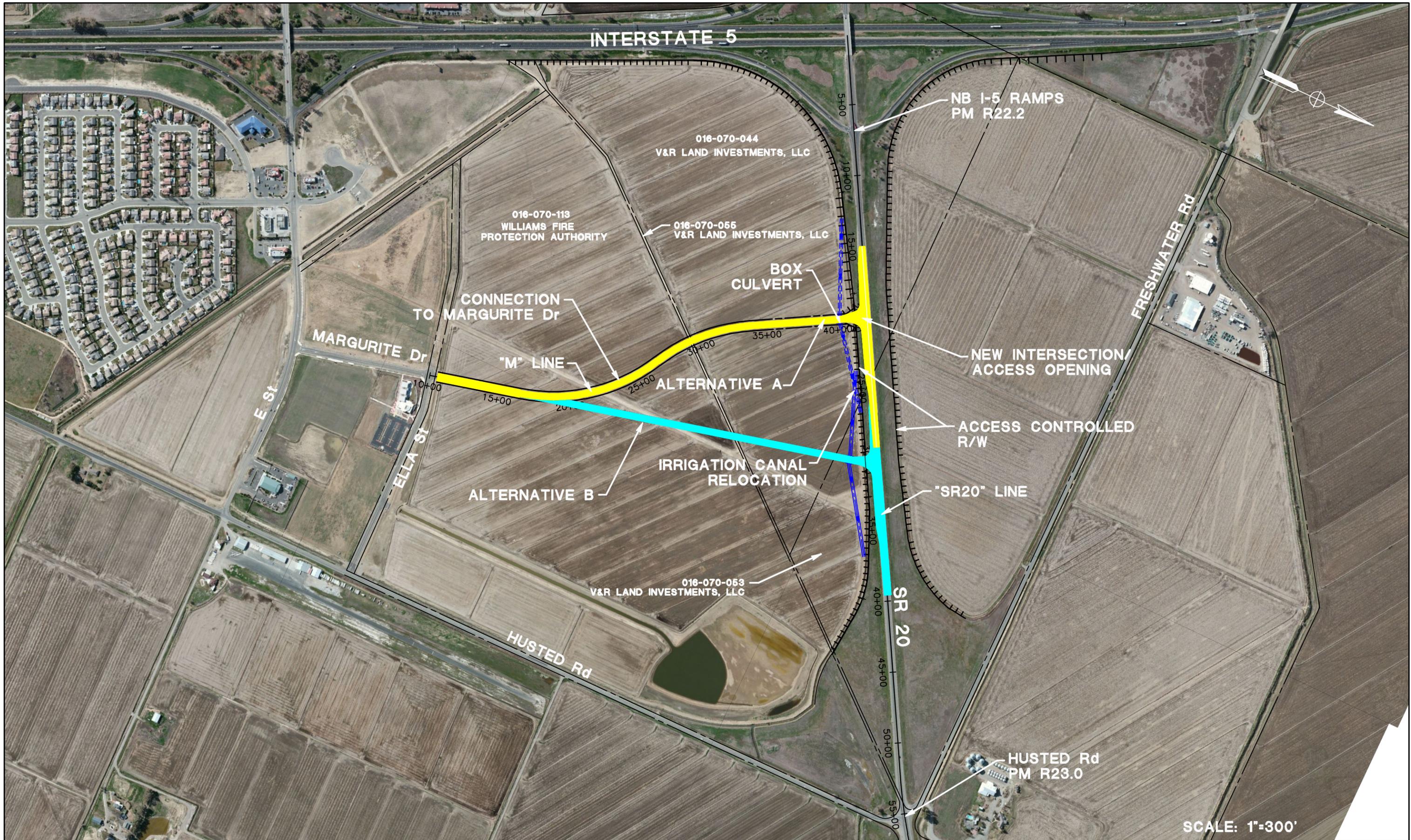


ATTACHMENT A - LOCATION MAP

NO SCALE

Attachment B

Project Alternatives (Exhibit)



SCALE: 1"=300'



MARK THOMAS & COMPANY
 7300 FOLSOM BOULEVARD, SUITE 203
 SACRAMENTO, CALIFORNIA 95826
 (916) 381-9100 FAX: (916) 381-9180

CITY OF WILLIAMS
NEW SR 20 CONNECTION PROJECT
PID PHASE

03-COL-20 – PM 22.2/22.8
EA 03-3F120K
EFIS 0312000261
SR 20 Connection
September 2012

Attachment C

Project Cost Estimates

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE 03-COL-20
 Type of Estimate (Pre-PSR,
 PSR, PR, etc.): PID (PSR/PDS)
 Program Code: _____
 PM: 22.2 to 22.8
 EA: _____
 PP No. : _____

Project Description:

Limits: Williams, CA

Along SR 20, just east of I-5

Proposed Improvement: New signalized intersection on SR 20;

(Scope) Including new 3200' local roadway (Margurite Drive)

This estimate represents costs for both Alternatives A and B.

Alternative: _____

ROADWAY ITEMS	\$2,890,000
STRUCTURE ITEMS	\$180,000
SUBTOTAL CONSTRUCTION	\$3,070,000
R/W & UTILITIES	\$228,500
TOTAL CAPITAL COST	\$3,298,500

TOTAL PROJECT COST \$3,298,500

Reviewed by _____
 Program Manager (Signature) (Date)

Approved by R. M. B. (916)-381-9100 9/21/12
 Project Manager (Signature) (Phone) (Date)

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

	<u>DIST - CO - RTE</u>
	<u>03-COL-20</u>
PM	<u>22.2/22.8</u>
EA:	<u>0</u>
PP No. :	<u>0</u>

I. ROADWAY ITEMS

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 1 - Earthwork</u>				
Roadway Excavation	<u>10,135</u>	<u>CY</u>	<u>\$15</u>	<u>\$152,025</u>
Clearing & Grubbing	<u>1</u>	<u>LS</u>	<u>\$20,000</u>	<u>\$20,000</u>
Develop Water Supply	<u>1</u>	<u>LS</u>	<u>\$10,000</u>	<u>\$10,000</u>
				<u>Total Earthwork</u> <u>\$182,025</u>
<u>Section 2 - Structural Section *</u>				
Hot Mix Asphalt (0.8')	<u>5,400</u>	<u>TON</u>	<u>\$85</u>	<u>\$459,000</u>
Aggregate Base (2.25')	<u>6,100</u>	<u>CY</u>	<u>\$65</u>	<u>\$396,500</u>
Hot Mix Asphalt (0.5')	<u>4,100</u>	<u>TON</u>	<u>\$85</u>	<u>\$348,500</u>
Aggregate Base (1.0')	<u>3,900</u>	<u>CY</u>	<u>\$65</u>	<u>\$253,500</u>
				<u>Total Structural Section</u> <u>\$1,457,500</u>
<u>Section 3 - Minor Concrete</u>				
Curb & Gutter	<u>0</u>	<u>LF</u>	<u>\$12</u>	<u>\$0</u>
				<u>\$0</u>
				<u>Total Drainage</u> <u>\$0</u>

* Attach sketch showing typical structural section elements of the roadway.
 Include (if available) T.I., R-Value, and date when tests were performed

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
03-COL-20
 PM: 22.2 to 22.8
 EA: _____
 PP No. : _____

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Section Cost</u>
<u>Section 4 - Specialty Items</u>				
SWPPP Measures	1	LS	\$100,000	\$100,000
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	31000	_____
_____	_____	_____	31000	_____
_____	_____	_____	31000	_____
_____	_____	_____	31000	_____
				<u>Total Specialty Items</u> <u>\$100,000</u>
 <u>Section 5 - Traffic Items</u>				
Traffic Signal	1	LS	\$250,000	\$250,000
Striping	17,500	LF	\$2	\$35,000
Signing	1	LS	\$10,000	\$10,000
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
				<u>Total Traffic Items</u> <u>\$295,000</u>
 SUBTOTAL SECTIONS 1 - 5:				<u>\$2,034,525</u>

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

DIST - CO - RTE
03-COL-20
 PM: 22.2 to 22.8
 EA: 0
 PP No. : 0

<u>Section 6 - Minor Items</u>				(5-10%)		
Subtotal Sections 1 - 5	<u>\$2,034,525</u>	X		5%	<u>\$101,726</u>	
					TOTAL MINOR ITEMS:	<u>\$101,726</u>
 <u>Section 7 - Roadway Mobilization</u>						
Subtotal Sections 1 - 5	<u>\$2,034,525</u>					
Minor Items	<u>\$101,726</u>			(5-10%)		
Sum	<u>\$2,136,251</u>	X		5%	<u>\$106,813</u>	
					TOTAL ROADWAY MOBILIZATION	<u>\$106,813</u>
 <u>Section 8 - Roadway Additions</u>						
Supplemental						
Subtotal Sections 1 - 5	<u>\$2,034,525</u>					
Minor Items	<u>\$101,726</u>			(5-10%)		
Sum	<u>\$2,136,251</u>	X		5%	<u>\$106,813</u>	
Contingencies						
Subtotal Sections 1 - 5	<u>\$2,034,525</u>					
Minor Items	<u>\$101,726</u>					
Sum	<u>\$2,136,251</u>		X		<u>25% * \$534,063</u>	
					TOTAL ROADWAY ADDITIONS	<u>\$640,875</u>
					TOTAL ROADWAY ITEMS	<u>\$2,883,939</u>
					(Total of Sections 1 - 8)	

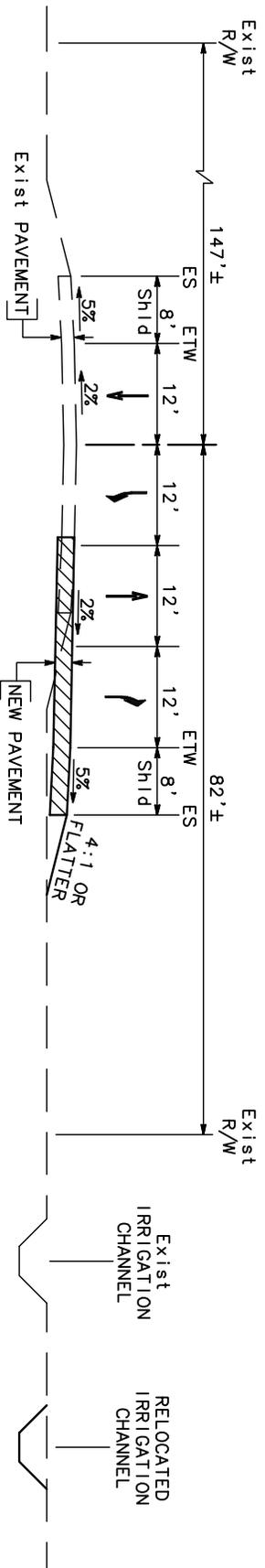
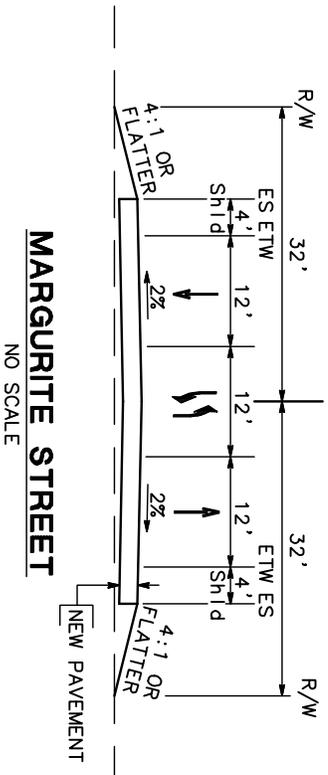
Estimate			
Prepared By:	Matt Brogan	(916)-381-9100	20-Sep-12
	(Print Name)	(Phone)	(Date)

* Use 25% at the PSR stage or a higher or lower rate if justified.

03-COL-20 – PM 22.2/22.8
EA 03-3F120K
EFIS 0312000261
SR 20 Connection
September 2012

Attachment D

Typical Cross Sections



SR 20
NO SCALE



MARK THOMAS & COMPANY
7300 FOLSOM BOULEVARD, SUITE 203
DUBLIN, CALIFORNIA 94568
(916) 581-9100 FAX: (916) 581-9180

TYPICAL SECTION

Attachment E

Preliminary Environmental Analysis Report (PEAR)



PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

District 3	County Colusa	Route 20	PM 22.2/22.B	EA 03-3F120K
Project Title: SR20 Intersection for City of Williams				
Project Manager John Holder			Phone # (530) 741-5448	
Project Engineer Matt Brogan			Phone # (916) 381-9100	
Environmental Office Chief/Manager Suzanne Melim			Phone # (530) 741-4484	
PEAR Preparer Gary Price			Phone # (530) 218-1059	

2. Project Description

Purpose and Need

Anticipated growth and employment in the east side of Williams will positively influence the travel needs within the City and the adjacent segments of Interstate 5 and State Route 20. A new connection (intersection) to SR 20 and the extension of Margurite Drive would provide a new north-south roadway parallel to I-5. This new connection is an integral component for providing adequate circulation within the east section of the City of Williams, and to meet the project traffic needs in the General Plan. As discussed in the City of Williams General Plan Update, adopted on June 20th, 2012, the extension of Margurite Drive to SR 20 is envisioned to improve circulation and provide logical access to this area and facilitate economic development in this section of the City.

Description of work

The proposed project will extend Margurite Drive from Ella Street (south end) to SR 20 (north end). A new intersection with SR 20 will be installed just east of the I-5 / SR 20 Interchange. Two alternatives are shown in Figure 3; The preferred alternative, Alternative A, located just east of I-5 and Alternative B, located directly between I-5 and Husted Road. This project includes multiple items of work that are generally required for roadway and intersection construction, including the demolition of existing facilities (eg., roadway, fencing, drainage), grading activities, utility relocations (underground telephone), box culvert construction, placement of drainage facilities, concrete placement, asphalt paving, and pavement delineation.

Reference Attachments: *Figure 1-Vicinity Map*
 Figure 2-USGS Location Map
 Figure 3-Project Site Plan/Aerial/Cross Sections

Alternatives

Alternative A involves installing the new intersection and extending Margurite Drive to the north, located just east of I-5. Alternative B involves installing a new intersection and extending Margurite Drive to the north, located directly between I-5 and Husted Road. And, Alternative C consists of not building the new intersection and roadway. No other alternatives are considered under this review. The no project alternative, Alternative C, reverts back to the 1989 General Plan that did not include the new intersection and roadway. Due to the limited scope of the project, which involves providing a north/south connection from E Street to SR20, there are no other feasible alternatives.

3. Anticipated Environmental Approval

Check the anticipated environmental determination or document for the proposed project in the table below.

CEQA		NEPA	
Environmental Determination			
Statutory Exemption	<input type="checkbox"/>		
Categorical Exemption	<input type="checkbox"/>	Categorical Exclusion	<input type="checkbox"/>
Environmental Document			
Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND	<input checked="" type="checkbox"/>	Routine Environmental Assessment with proposed Finding of No Significant Impact	<input type="checkbox"/>
		Complex Environmental Assessment with proposed Finding of No Significant Impact	<input type="checkbox"/>
Environmental Impact Report	<input type="checkbox"/>	Environmental Impact Statement	<input type="checkbox"/>
CEQA Lead Agency (if determined):		City of Williams	
Estimated length of time (months) to obtain environmental approval:		12 months	
Estimated person hours to complete identified tasks:		2400 consultant hours	

4. Special Environmental Considerations

The project will likely require some excavation and possible discharge of fill material into a small irrigation ditch which flows through a series of ditches connected to the navigable Sacramento River. Since the ditch flows, at least seasonally, it is considered “waters of the United States” within the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), and based on the small area of the irrigation ditch that would be impacted by road construction, the project will likely qualify for a Nationwide Permit #14 for Linear Transportation Projects. A condition for obtaining a permit under Section 404 from the USACE, as described below, is compliance with Section 401 of the CWA and other laws, including the National Environmental Policy Act (NEPA), Section 7 of the federal

Endangered Species Act (ESA), and Section 106 of the National Historic Preservation Act (NHPA).

Due to the location of rice fields in the project area, and the connection of the irrigation ditch that travels through the project area to the Sacramento River, the area is suitable habitat for the Giant Garter Snake (a species listed as threatened under the Endangered Species Act and is listed as a threatened species under the California Endangered Species Act). The project area also has suitable foraging habitat for Swainson's hawk (a California Department of Fish and Game [DFG] state listed species), suitable ground nesting habitat for burrowing owls (a DFG species of special concern), and nesting and foraging habitat for white-tailed kite (a California Endangered Species Act [CESA] "fully protected species") and other migratory birds and raptors. Potential mitigation for these species may be required.

5. Anticipated Environmental Commitments

Project specific mitigation would be determined at the time of project implementation; however, the following general avoidance and minimization measures are recommended for the proposed build alternative proposed for the intersection (refer to the table below that presents a cost summary for conducting mitigation) :

- **Cultural Resources/Paleontology**
Mitigation Measure: Cultural resources: Caltrans Standard Specification 14-2.
- **Water Quality and Stormwater Runoff**
Mitigation Measures: (1) Control of increased storm water runoff from the increase in impervious surfaces which could cause sedimentation and erosion in waterways and adjacent wetland systems during storm events. (2) Erosion control, spill prevention and counter measure control plan, best management practices (BMPs) to protect water quality as part of a Storm Water Pollution and Prevention Plan (SWPPP).
- **Hydrology/Floodplain**
Mitigation Measures: (1) Floodplain management to minimize the impact that the new roadway will have on the base floodplain. (2) Implementation of a drainage improvements recommended in the project.
- **Transportation**
Mitigation Measure: A Traffic Management Plan that includes a review of traffic control restrictions, recommendations for anticipated lane closures, construction staging/traffic requirements, and a review of construction strategies.
- **Biological Environment**
Mitigation Measures: (1) Avoid introduction or spread of invasive species into the project area. (2) Avoidance to special-status species. Project specific mitigation would be determined at the time of project implementation and through coordination with resource agencies. Mitigation would be documented in the Natural Environment Study report and project environmental document. (3) Compensation for loss of waters of the United

States and habitat for special-status species following amounts and ratios defined by resource agencies and permitting processes.

- Hazardous Waste/Materials**
Mitigation Measure: If any indication of contamination, such as odors or stained soils, is encountered during grading, excavating, or other construction activities, work in the area should be stopped immediately and the appropriate fire safety service should be notified.
- Air Quality**
Mitigation Measure: Implement Caltrans Standard Specification 14-9 and 18.

Mitigation Measure Cost Summary:

Description	Estimated Cost/Description
Cultural Resources Measures	Note on plans/No costs anticipated
Sedimentation/Erosion Control	\$2,000 for temporary improvements
Biological Resources	Partially incorporated into construction costs in addition to \$10,000 for mitigation fees to be paid and potential construction monitoring.
Floodplain/Drainage Improvements	Incorporated into construction costs
Traffic Management/During Construction	\$4,500
Coordination with Resource Agencies	\$2,500
Hazardous Waste/Materials	Incorporated into construction costs
Air Quality	Incorporated into construction costs

6. Permits and Approvals

Construction of the intersection and street extension will likely require environmental permits from USACE, DFG, Regional Water quality Control Board (RWQCB), State Water Resources Control Board (SWRCB), as well as consultation with the USFWS, and the State Historic Preservation Office (SHPO). A summary of the authorization needed from each of these agencies is described as follows (refer to the table below which provides a review schedule for agency consultations):

- Clean Water Act, Section 404 Authorization from the U.S. Army Corps of Engineers.** The project will likely require the discharge of fill material into an irrigation ditch which may be considered wetlands and other waters considered “waters of the United States” within the jurisdiction of the USACE under Section 404 of the CWA, and based on previous delineations prepared nearby, the project will likely not qualify for a general permit (Nationwide Permit 14 – Linear Transportation Projects) A condition for obtaining a permit under Section 404 from the USACE, as described below, is compliance with Section 401 of the CWA and other laws, including the National Environmental Policy Act (NEPA), Section 7 of the federal ESA, and Section 106 of the NHPA.
- Clean Water Act, Section 402 National Pollutant Discharge Elimination System**

(SWRCB). Stormwater discharges from construction activities that disturb one or more acres are regulated under the National Pollutant Discharge Elimination System (NPDES) stormwater program. Prior to discharging stormwater, construction operators must obtain coverage under an NPDES permit from the SWRCB.

- **Clean Water Act, Section 401 Water Quality Certification (Central Valley RWQCB).** Before work can be carried out under the USACE permit, water quality certification under Section 401 of the Clean Water Act must be obtained from the Central Valley RWQCB. It is expected that this certification will also include necessary waste discharge requirements for compliance with California Porter Cologne Act (see below).
- **Porter-Cologne Water Quality Control Act, Waste Discharge Requirements (Central Valley Regional Water Quality Control Board).** Under separate state water quality law, the RWQCB has jurisdiction to require projects that affect water quality in state waters to obtain authorization of Waste Discharge Requirements (WDRs) prior to project commencement. In practice, the RWQCB combines the issuance of WDRs with the issuance of a 401 WQC when a USACE permit is involved. It is likely that no separate permit application process will be needed to obtain WDRs from the RWQCB.
- **Federal Endangered Species Act, Section 7 Consultation (U.S. Fish and Wildlife Service).** The project may result in effects on habitat for the Giant Garter Snake, a federally-listed threatened species under the federal ESA. Section 7 consultation with USFWS, including preparation and submittal of a biological assessment (BA) and the USFWS's issuance of a biological opinion, will have to be completed before Caltrans will approve the final environmental document and the USACE will issue a permit for the project.
- **Section 1602 Lake or Streambed Alteration Agreement (California Department of Fish and Game).** DFG has jurisdiction under Fish and Game Code Sections 1600–1616 over activities that could substantially affect the bed, bank, or channel of any river or stream and its adjacent riparian vegetation. A Lake and Streambed Alteration Agreement (LSAA) may be needed for crossing the agricultural ditch to accommodate the new road extension. The LSAA may include requirements for preconstruction surveys and avoidance of special-status species such as nesting raptors and bats that occur within the DFG's jurisdiction.
- **Section 106, National Historic Preservation Act Compliance (Caltrans, U.S. Army Corps of Engineers and State Historic Preservation Office).** All necessary surveys and documentation will likely be required to the standards necessary for compliance with Section 106 of the NHPA and for a complete application with USACE. A submittal to the State Historic Preservation Officer (SHPO) for use in the Section 106 process initiated by Caltrans must be prepared. Documentation must be prepared in a format suitable for use by both Caltrans and the USACE. A copy of the transmittal to SHPO will be provided to USACE as part of the permit submittal. It is probable that no historical properties are located within the project area and nothing will be eligible for listing on the federal register.

Agency Consultation/Permit Schedule:

Description:	Timeline:
U.S. Army Corp. Eng. Section 404 Permit	Minor consultation 60-90 days/30 days to obtain permit
State Water Res. Cont. Board Section 402 Permit	Same as above
Reg. Water Qua. Cont. Board Section 401 Permit	Same as above
U.S. Fish and WL Service, Section 7 Permit	Same as above
State Fish and Game Section 1602 Permit	Same as above
State Historic Pres. Off. Section 106 Consultation	90 days consultation/no permit

7. Level of Effort: Risks and Assumptions

The assumptions used in the preparation of this PEAR are:

- Study area limits are for the SR 20 Intersection and new roadway which consists of the area south of SR20 to E Street, east to Husted Road and west to Highway 5 within the City of Williams.

Future risks for the project include:

- Significant traffic at the project or cumulative level, or other significant impacts, may trigger the need for preparation of a higher level of environmental document (environmental impact report/routine environmental assessment). This would lengthen the schedule and increase the cost of the project because of the additional document preparation time and public review periods.
- Need to initiate formal consultation with the USFWS on the potential effects on the Giant Garter Snake and develop conservation measures, including avoidance, minimization, and compensation measures.
- Need to monitor for paleontological or archaeological resources during construction.
- Unexpected Native American concerns.
- Unexpected changes to technical study or environmental document format requirements.
- Delays in review schedule.

8. PEAR Technical Summaries

8.1 Land Use: The project is located in the northeast section of the City of Williams in central Colusa County. The City’s primary land uses are residential, industrial, commercial and agriculture. The project site and vicinity consists of agricultural uses, primarily rice production. Land use decisions in the proposed project area are guided by the City of Williams General Plan (updated June, 2012). The project is consistent with the General Plan. The land use plan for the project vicinity is expected to accommodate business park development. The Zoning Code assigns the project site and vicinity with a consistent Business Park zone district. Recognizing this areas location and visibility to Highway 5 and SR20, this district is intended to yield a planned urban environment accommodating “light” industrial uses consisting of offices and warehousing where operational activities occur mostly indoors, or where provisions are made for a heightened appearance and quality development standard. The Business Park district allows up to three-story buildings with 20 percent set-aside for common green space. A higher percentage of green space is to create a campus-like setting with ample land for public space, landscaping, and buffering between sites and around the perimeter of the development. A floor area ratio of

0.88 would allow a building of approximately 172,500 square feet on a 4.5 acre site, for instance. There are no State, regional, or local land use plans for the project site vicinity other than the City's General Plan and Zoning Code. There are no parks or recreational uses or facilities in the project vicinity.

Inconveniences associated with construction activities, such as minor traffic delays, noise, and dust, can be expected to occur, but will be mitigated to a level of non-significance through implementation of traffic control planning and dust mitigation. However, for the most part, due to the surrounding land use characteristics, consisting primarily of vacant or agricultural uses, project construction would not result in any significant effects on land uses.

Reference Attachments: *Figure 4, General Plan Land Use Map*
 Figure 5, General Plan Master Circulation Map

8.2 Growth: The proposed project is needed in response to growth provisions in the General Plan and will not provide excess capacity for unanticipated growth. The new roadway extension and intersection will provide a more convenient route through the business park area from I-5 and SR20. New vehicular trips are not expected to be generated by the project, but rather by future development in this area. The City's 2010-30 General Plan assumes build-out by 2030 with an anticipated population of 9,822, an annual growth rate of about four percent that is consistent with recent growth trends in the City since 2000. The General Plan also includes significant lands designated for employment land use, including the project area that is referred to as the Business Park in the General Plan. When current market conditions are considered, it is anticipated that build-out of the Business Park area is not anticipated by the stated 2030 General Plan horizon. Development of the northeast section of the City, where the proposed new road extension and intersection would be located, would result in a logical expansion of urban growth from existing urban development located immediately to the south and west of the project vicinity. Environmental Impact Report (EIR), State Clearinghouse Number 2010072071, was prepared for the 2010-30 General Plan that addresses growth and cumulative impacts from implementation of the General Plan, including the proposed intersection and roadway extension. The EIR was certified by the City on June 20, 2012 concurrently with approval of the General Plan Update.

Reference Attachments: *Figure 4, General Plan Land Use Map*
 Figure 5, General Plan Master Circulation Map
 Figure 6, New Signalized Intersections

8.3 Farmlands/Timberlands: Although much of the site is currently devoted to rice production, the site and vicinity is not prime agricultural land. The site and vicinity does not have any land considered to be of significant local farmland importance. The City's 2010-30 General Plan identifies the land for future business park use (refer to Section 8.1 of this document).

Reference Attachments: *Figure 4, General Plan Land Use Map*

8.4 Community Impacts: Based on data from the 2010 Census, Williams has a population of 5,123. A total of 1,239 housing units are located within the City, of which approximately over

95% are owner-occupied. The project site and vicinity consists of vacant and/or agricultural land, with exception of the south end where the road extension connects to Ella Street. To the south of this connection is a community college campus. There are no existing or planned residential areas within close vicinity of the project. Therefore, the project will not physically divide any existing community or effect community cohesion.

There are no public facilities or emergency service centers located within the project site vicinity. However, the regional Highway Patrol Center is located at the northwest corner of Husted and E Street. With the new intersection and roadway, which will create a new route between E Street and Highway SR20, access to public facilities and emergency services centers will be improved as in the project vicinity. During construction of the intersection and related roadway improvements, circulation would be minimally impacted from slowing of through traffic from temporary traffic controls.

8.5 Visual/Aesthetics: The project vicinity consists of agriculture production and open space. With exception of the new community college, located to the south of the new road extension, there is no development in this area. The project would result in new paving and striping from the new intersection and roadway through this open area. Refer to the site photos. Primary viewers of the visual change resulting from the project would be travelers on local roads. The project site is not located near a state scenic highway or other designated scenic corridor; therefore impacts to these resources are not anticipated. The City of Williams 2012 General Plan Update Draft Environmental Impact Report (EIR) evaluates the visual and aesthetic impacts resulting from the conversion of open space and agricultural uses to urban uses, such as the project vicinity which is planned for business park uses. The EIR concludes that such development, which includes project development of the new intersection and roadway, would not have a significant adverse visual resources or aesthetics. General Plan policies, actions and related zoning code update regulations addressing visual and aesthetic impact mitigation will be addressed in the environmental document.

Reference Attachments:

Figure 1: Vicinity Map

Figure 2: USGS Location Map

Figure 3: Project Site Plan/Aerial/Cross Sections

Figure 4: City of Williams General Plan Land Use Map

Figure 5: City of Williams General Plan Master Circulation Map

Figure 6: City of Williams Future Signalized Intersections

Figure 7: FEMA Map

Figure 8: Wetland Delineation Map

Figure 9: Photo Survey

8.6 Cultural Resources: The project area is comprised of agricultural lands and associated roadways and ditches and is surrounded by agricultural areas. In March 2012 a cultural resources report (Windmiller 2010) was prepared for the City of Williams General Plan Update. The report documented methods and results of a cultural resources survey that included the project area. As part of this report, a records search was conducted at the Northwest Information Center (NWIC)

and no previously recorded Native American archaeological or historical sites were found to be located within the current project area. Impacts to cultural resources from the proposed project are anticipated to be low. There is still the possibility of buried archeological resources to be discovered during project construction activities. Should previously unknown archaeological resources be identified during construction, it is considered likely that avoidance, minimization, and mitigation measures could be employed to minimize the level of impact to such resources. If archeological resources are identified that cannot be avoided, mitigation strategies that could be employed include monitoring by a professional archaeologist of construction areas to ensure that subsurface archeological resources are adequately protected and, if unique archeological resources are discovered, collection, identification, and preservation of significant resources designated repository.

An addendum to the Historic Resources Evaluation Report, developed as part of the General Plan Update 2010-2030, will not be necessary due to a lack of built environment resources within the project area. As part of the environmental compliance and permitting process for this project, an updated records search, updated Native American consultation, and a pedestrian archaeological survey will be conducted during the environmental document phase. In addition, consultation with the State Historic Preservation Officer (SHPO) in compliance with Section 106 will likely be required.

8.7 Hydrology and Floodplain: Williams is situated in the Freshwater Creek Basin. One of its tributaries, Salt Creek, runs through the City and flows into the Sacramento River. The project area is located on the east side of Highway 5 and south of Highway SR20 and drains generally to the northeast towards the Sacramento River.

The Federal Emergency Management Agency (FEMA) is the governing body responsible for delineating the flood prone areas and delineating flood maps showing these areas in Flood Insurance Rate Maps (FIRM's). The entire project area will encroach within a 100-year flood hazard area, Zone AE (base floodplain elevation) as mapped on the Federal Emergency Management Act (FEMA) Flood Insurance Rate Map (FIRM Panel ID 060110517F).

Project construction would involve elevating the new roadway above the floodplain elevation so the project is not expected to be significantly impacted from local flooding. A drainage system will be incorporated into the project to minimize the project's hydrologic impacts on the floodplain. However, because the proposed project would add impervious surfaces to areas that are within the 100-year floodplain there is a slight possibility with low risk that the project could change the local hydrology of flood waters. However, since there are no improvements in the project area, flood impacts that might occur as a result of the project would be negligible. A floodplain risk analysis will be conducted to determine the level of impact.

Reference Attachments: Figure 6, FEMA Map

8.8 Water Quality and Storm Water Runoff: The construction and operational impacts anticipated from the proposed project will be evaluated based on the potential to degrade water quality due to the amount of pollutants in the storm water runoff during and after the construction activities are completed. The proposed project would have short-term effects on

surface water quality associated with the construction activities, equipment and material used. However, implementation of proper water quality control devices would ensure that the construction activities would not have adverse effects on water quality.

Construction of the proposed project would result in new impervious surfaces that would increase the amount of surface water runoff during storm events. Specific impacts to the nearby surface waters would be evaluated in the project's environmental document, however, these impacts are anticipated to be minimal. The Clean Water Act (CWA) Section 402 requires that a notice of intent is submitted 30 days prior to the start of the construction activities for a National Pollutant Discharge Elimination System Permit (NPDES). Additionally, as a requirement of the NPDES General Construction Permit for project greater than 1 acre, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and submitted. Finally, water quality certification under Section 401 of the Clean Water Act must be obtained from the Central Valley RWQCB. Because the project may affect water quality in the project area, a Section 401 water quality certification (WQC) from the RWQCB that certifies that water quality will be protected in the adjacent waterways will be required. It is expected that this certification will also include necessary waste discharge requirements for compliance with California Porter Cologne Act.

8.9 Geology, Soils, Seismic and Topography: The project area is generally flat with minimal slope change and located in an area characteristic of Copay silty clay and Willows silty clay which has only slight erosion potential. Existing roadways in the project vicinity, such as Highway SR20, Highway 5 and Husted Road have not experienced geologic failure, so there is no reason to suspect significant geologic or soils impacts from construction of the new intersection or roadway. There are not active faults in Williams or Colusa County, so earthquake hazards are expected to be low risk. The closest earthquake fault, is at Sutter Buttes located to the northeast of the project which has a maximum credible earthquake magnitude of 5.7 on the Richter scale. Therefore, the project area is located in an area known to be subject to seismic hazards, but it is not near any designated Alquist-Priolo active earthquake faults. Proper construction of the intersection and roadway will incorporate design measures to accommodate local soils and geologic conditions. Standard erosion control measures will be required, including revegetation and slope standards, as well as preparation of an erosion and sediment control plan, which will include the implementation of BMPs/Best Available Technology (BAT) to control construction site runoff. The project will also be required to comply with applicable Colusa County and City of Williams regulations related to grading, erosion, sedimentation,

8.10 Paleontology: Vertebrate fossils have a high likelihood of being found regionally (Colusa Generation Station Project 2006). Based on the known occurrence of such fossils in the general vicinity, the project area may be a high sensitivity area. Due to the probability of the project area being a high sensitivity area, a Paleontological Evaluation Report (PER) and potentially a Paleontological Mitigation Plan (PMP) will need to be prepared. The PER will identify anticipated impacts to paleontological resources existing within the project's vertical and horizontal environmental study limits. If recommended in the PER, a PMP will also be prepared that includes guidelines for implementing paleontological mitigation.

Should previously unknown paleontological resources be identified during construction, it is considered likely that avoidance, minimization, and mitigation measures could be employed to minimize the level of impact to such resources. If paleontological resources are identified that cannot be avoided, mitigation strategies that could be employed include monitoring by a professional paleontologist of construction areas during construction to ensure that subsurface paleontological resources are adequately protected and, if unique paleontological resources are discovered, collection, identification, and curation of all significant fossil material into a state designated scientific repository.

8.11 Hazardous Waste/Materials: According to the 2012 City of Williams General Plan Update Environmental Impact Report, as of 2011, there were no known toxic release sites in Williams. Five Leaking Underground Storage Tank (LUST) sites are identified in Williams. None of these EPA LUST sites are located in the project area. The project area does not show any historic land uses other than agriculture that would cause any hazardous waste or material release. Agricultural operations can result in the use of pesticide and other chemicals that can result in a low risk hazardous materials release. If hazardous materials are encountered during project construction, the fire protection officials will be contacted immediately and appropriate measures will be taken to safely dispose of the materials.

8.12 Air Quality: The project area is located in central Colusa County within the Sacramento Valley Air Basin. The Colusa County Air Pollution Control District is responsible for air quality management in the project area. Colusa County is designated as being in non-attainment for state PM₁₀ (particulate matter less than 10 microns in diameter), transitional non-attainment for state ozone, and designated as in attainment or unclassified for all other federal and state criteria pollutants (CARB, 2011 & EPA Green Book, 2012).

To assess the impacts to air quality from the proposed project, an air quality study report (AQSR) following the regulations and guidelines set forth by Caltrans, U.S. Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), California Air Resources Board, and Colusa County Air Pollution Control District must be prepared. Impacts to air quality from the proposed project will mostly be incurred from increases in vehicle traffic, or vehicle exhaust, from both construction and additional vehicle traffic using the proposed project roadway. Emissions of pollutants such as CO (Carbon Monoxide), PM₁₀, PM_{2.5} (particulate matter less than 2.5 microns in diameter), and ozone precursors, will be analyzed based on projected traffic data (City of Williams General Plan Air Quality Analysis 2011 & Omni-Means 2012) from the proposed project.

In October 2011, the City of Williams 2012 General Plan Update Draft Environmental Impact Report was completed and air quality was analyzed for the seven pollutants the EPA has identified as “of concern”; C, O₃, NO_x, particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), NO₂, SO₂, and Pb. The General Plan identified air quality issues based on future growth projections in the City of Williams including the proposed project. However, project-specific analysis will need to be prepared for the proposed project. The Northern Sacramento Valley Planning Area 2009 Triennial Air Quality Attainment Plan (2009) is the most up-to-date document that outlines plans for air quality in the City of Williams and Colusa County. Proposed project air quality standards must meet the standards set forth in this document.

8.13 Noise and Vibration: Title 23, part 772 of the Code of Federal Regulations “Procedures for Abatement of Highway Traffic Noise” (23 CFR 772) specifies noise analysis procedures for Federal-Aid highway projects. This regulation applies to any highway project or multimodal project that: (1) requires FHWA approval regardless of funding sources, or (2) is funded with Federal-aid highway funds. Because the project could involve federal funding, 23 CFR 772 will directly apply to this project. The Caltrans Traffic Noise Analysis Protocol (Protocol) specifies Caltrans policies for implementing 23CFR772 in California. Under 23CFR772.13, noise abatement must be considered and evaluated for feasibility and reasonableness for Type I projects if the project is predicted to result in a traffic noise impact. 23CFR772 defines a Type I project as a project that involves the construction of a highway at a new location or the physical alteration of an existing highway where there is either a substantial horizontal or a vertical alteration. Because the proposed project will involve construction of a new intersection and roadway, it qualifies as a Type I project.

Under 23CFR772, a traffic noise impact is considered to occur when the predicted design year traffic noise level approaches or exceeds a noise abatement criterion (NAC), specified in Table 1, or when the predicted design year traffic noise level substantially exceeds the existing measured ambient noise level.

Table 1. Activity Categories and Noise Abatement Criteria

Activity Category	NAC, Hourly A-weighted Noise Level (dBA Leq[h])	Description of Activity
A	57 exterior	Land where serenity and quiet are of extraordinary significance and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 exterior	Residential
C	67 interior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in Activity Categories A through D or F.
F	72 exterior	Agricultural areas; airports; bus yards; shipyards; utility infrastructure (e.g., water resources, water treatment facilities, electrical power plants); and emergency service, industrial, logging, maintenance, manufacturing, mining, rail yard, warehouse, and retail facilities.
G	72 exterior	Undeveloped lands that are not permitted

The Protocol defines an increase in existing ambient noise levels as substantial when the predicted design year noise level with project implementation exceeds the existing noise level by $L_{eq}(h)$ 12 dBA or more. The Protocol also states that a sound level is considered to approach a given NAC level when within 1 dBA of the NAC.

Traffic noise impacts must be evaluated for all land uses in the project area, even those areas that may not be noise sensitive. Noise abatement is normally only considered where frequent human use occurs and where a lowered noise level would be of benefit. Accordingly, abatement is typically considered at locations with defined outdoor activity areas, such as residential backyards, patios, and parks with defined activity areas (e.g., playgrounds and picnic tables). 23CFR772 also requires that construction noise impacts be evaluated as well.

For compliance with the Protocol, noise abatement measures that are reasonable and feasible, and likely to be incorporated into the project, must be identified before adoption of the final environmental document for a given project. Noise impacts for which no apparent solution is available or feasible must be included as well. Construction and operational noise impacts must also be evaluated under the requirements of the California Environmental Quality Act (CEQA). Because the project is located entirely within the City of Williams, City noise standards would be used to evaluate construction and operational noise impacts under CEQA.

There are no current plans for any outdoor public or private or residential uses within the project vicinity. Therefore, noise impact review falls under Category F of Table 1 (agricultural and industrial areas) which provides a threshold of 72 exterior noise level dBA. However, if noise sensitive residential uses are permitted for construction in the project vicinity prior to approval of the federal environmental document (if one is required) for this project there would be the potential for traffic noise impacts to occur and the need to consider abatement. New noise sensitive uses, such as residential, if ever allowed in the project area, would be subject to noise impact review and mitigation in accordance with the City's General Plan Noise Element and Noise Ordinance.

8.14 Energy and Climate Change: In accordance with the FHWA Technical Advisory 6640.8A, a detailed energy study, including computations, is only required for large-scale EIS projects with potentially substantial energy impacts. The proposed project entails construction of the intersection and relatively short roadway that would connect E Street to SR 20. Balancing energy used during project construction and operation against energy saved by relieving congestion would not have substantial energy impacts. Moreover, energy use during construction would likely be limited to nighttime lighting. Operational energy consumption would also be minor and limited to new street lights and traffic signals. It is therefore likely that the project will reduce fuel consumption and direct energy impacts; an energy technical report would not be required.

The purpose of the project is to improve traffic circulation and accommodate anticipated development of a business park area for the City. A quantitative analysis of operational carbon dioxide (CO₂) emissions would be required to estimate long-term climate change impacts or benefits from the proposed project. The analysis would utilize the California Air Resources Board's air modeling criteria and traffic data provided by the project traffic engineer. A comparison of project versus no-project emissions CO₂ would be performed using the latest federal, state, and local guidance. Depending on if the project results in a net increase in CO₂ emissions relative to the no-project condition, project-specific mitigation would be recommended.

Temporary construction emissions of CO₂, methane, and nitrous oxide would be quantified using the Climate Action Registry's General Reporting Protocol and project specific data provided by the project traffic engineer. These emissions would be considered temporary and would have a relatively minor impact on global climate change.

8.15 Biological Environment: The project area predominantly consists of irrigated agricultural fields of safflower and rice. Herbaceous weedy species occur along ditch and intermediate areas. An irrigation canal within the project area has little emergent plant growth with the exception of sparse patches of cattail (*Typha latifolia*) in some areas; however, during a site visit conducted on June 25, 2012 by a Stantec biologist, no emergent wetland vegetation, i.e. cattails were present in the vicinity of the proposed location of the road crossing over the irrigation ditch. The cultivated fields and irrigation canal may provide marginal habitat for special status wildlife species, including the giant garter snake, a federally and state listed threatened species. However, adequate aquatic and breeding habitats for this species are generally absent. No habitats or detections of special status plants exist in the project area (Gibson and Skordal, LLC 2010).

The following special status wildlife species have the potential to occur in the project area;

- burrowing owl (*Athene cunicularia*, CDFG species of special concern)
- giant garter snake (*Thamnophis gigas*, CDFG threatened, federally threatened)
- loggerhead shrike (*Lanius ludovicianu*, CDFG species of special concern)
- northern harrier (*Circus cyaneus*, CDFG species of special concern)
- mountain plover (*Chardadrius montanus*, CDFG species of special concern)
- Swainson's hawk (*Buteo swainsoni*, CDFG state threatened)
- tricolored blackbird (CDFG species of special concern)
- western pond turtle (*Clemmys marmorata*, CDFG species of special concern)
- western red bat (*Lasiurus blossevillii*, CDFG species of special concern)
- white-tailed kite (*Elanus leucurus*, CDFG fully protected)
- white-faced ibis (*Plegadis chihi*, CDFG "watch list")
- other migratory birds and raptors

The irrigation ditch that travels through the project area along the south side of SR 20 is connected to the Sacramento River. Since the ditch flows, at least seasonally, it is considered a "waters of the United States" within the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA). A wetlands delineation report was prepared for the Valley Ranch North property in 2010 by Gibson and Skordal which covers most of the project area. It indicates that the irrigation ditch is the only jurisdictional wetlands in the project area. The project would result in a new roadway crossing over the ditch and a new box culvert would be installed which would result in an impact to the ditch, and therefore a very small portion of wetlands (less than 0.5 acres). As part of the environmental document a preliminary wetland delineation will be required to determine the jurisdictional boundaries of the irrigation ditch under the regulation of the USACE. Based on the small area of the irrigation ditch that would be impacted by road construction, the project would likely qualify for a

Nationwide Permit #14 for Linear Transportation Projects with impacts of less than 0.5 acres to “waters of the United States” within the jurisdiction of the USACE.

A detailed analysis and field surveys, as needed, must be conducted for the special status species that have the potential to occur in the study area. The methods used to document special status species and their habitats and the results of the surveys will be documented in a Natural Environment Study (NES) report and a Biological Assessment.

Within the project area there is a high potential for invasive plants to exist. Any Federal Action (Executive Order 13112) may not cause or promote the spread or introduction of invasive species, including plants classified as noxious weeds. This project may contribute to the introduction or spread of invasive plant species. A list of species observed will be provided in a NE report.

Reference Attachments: Figure 8, Wetlands Delineation Map

8.16 Cumulative Impacts: Based on initial technical analyses, the potential for cumulative impacts associated with air quality, biological resources, and greenhouse gas emissions exist. For air quality, cumulative impacts would be addressed in the Air Quality Technical Report consistent with the Caltrans Transportation Project-Level Carbon Monoxide Protocol and EPA/FHWA standards. For biological resources, cumulative impacts will be addressed in the NES. For greenhouse gas emissions, cumulative impacts would be analyzed in a comparison of project versus no-project emissions of CO₂ using the latest federal, state, and local guidance. The proposed project is identified in the City’s 2010-30 General Plan which assumes build-out by 2030 with an anticipated population of 9,822; an annual growth rate of about four percent that is consistent with recent growth trends in the City since 2000. However, when current market conditions are considered, it is anticipated that build-out is not anticipated by this stated 2030 time horizon. Environmental Impact Report (EIR), State Clearinghouse Number 2010072071, was prepared for the 2010-30 General Plan Update that addresses cumulative impacts from implementation of the General Plan, which includes the proposed project. The EIR was certified by the City on June 20, 2012 concurrently with approval of the 2010-30 General Plan.

8.17 Context Sensitive Solutions: The project vicinity consists of agriculture production and open space with emerging urbanization to the south and the west. This provides for a rural context transitioning to an urban context. Roadways and rice fields define the project site context with I-5 (west of the project site, Husted Road (east of the project site), SR 20 (on the north project boarder) and Ella Street (south of the project site). Other than extending existing pavement and striping contained in the project, there are no other elements to the project that could improve the context sensitivity.

9. Summary Statement for PSR or PSR-PDS

The potentially significant environmental issues are related to biological resources. However, there are anticipated measures that will be available to mitigate impacts on biological resources to a level of non-significance. Therefore, the anticipated CEQA environmental document for this project is an Initial Study with proposed Mitigated Negative Declaration. As the project is not expected to use Federal funding for development, this review will not be currently applicable to

NEPA. However, information in this document, will include levels of review that can apply to NEPA in the event NEPA review will be required later on in the process. In the event NEPA is required, the anticipated NEPA document would be a Categorical Exclusion under Section 6005 of 23 U.S.C.327. The City of Williams would be the lead agency for CEQA and Caltrans, under authority delegated by FHWA, would be the lead agency for NEPA (if applicable). It is anticipated that the proposed project would require the following documentation for the project file and environmental document: cultural resources evaluation, hydraulic study and floodplain evaluation report, air quality and climate change assessment and biological study. The proposed project will likely require environmental permits from USACE, DFG, RWQCB, as well as consultation with the USFWS, and the SHPO.

10. Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

Cultural Resources specialist Meagan O’Deegan, Stantec, Cultural Resources	Date: July 27, 2012
Biologist Greg Matuzak, Stantec, Biologist	Date: July 27, 2012
Community Impacts specialist Gary Price, PCS, Generalist/Planner	Date: July 27, 2012
Noise and Vibration specialist Gary Price, PCS, Generalist/Planner	Date: July 27, 2012
Air Quality specialist Meagan O’Deegan, Stantec, Air Quality	Date: July 27, 2012
Paleontology specialist/liaison Meagan O’Deegan, Stantec, Paleontological Resources	Date: July 27, 2012
Water Quality specialist Gary Price, PCS, Generalist/Planner	Date: July 27, 2012
Hydrology and Floodplain specialist Davina Gonzalez, Stantec, Hydrologist	Date: July 27, 2012
Hazardous Waste/Materials specialist Gary Price, PCS, Generalist/Planner	Date: July 27, 2012
Visual/Aesthetics specialist Gary Price, PCS, Generalist/Planner	Date: July 27, 2012
Energy and Climate Change specialist Meagan O’Deegan, Stantec, Air Quality and Climate Change	Date: July 27, 2012
Other: David Robinson, Traffic Engineer, Fehr & Peers	Date: July 27, 2012

Other: Janice Huebner, Stantec, Biologist and Environmental Planner	
PEAR Preparer (Name and Title) Gary Price, PCS, Generalist/Planner	Date: July 27, 2012

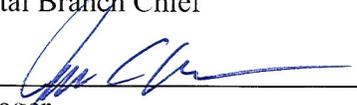
12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.



 Environmental Branch Chief

Date: 10-3-12



 Project Manager

Date: 10-2-12

REQUIRED ATTACHMENTS:

- Attachment A: PEAR Environmental Studies Checklist**
- Attachment C: Schedule (Gantt Chart)**

OTHER ATTACHMENTS:

- Figure 1: Vicinity Map**
- Figure 2: USGS Location Map**
- Figure 3: Project Site Plan/Aerial/Cross Sections**
- Figure 4: City of Williams General Plan Land Use Map**
- Figure 5: City of Williams General Plan Master Circulation Map**
- Figure 6: City of Williams Future Signalized Intersections**
- Figure 7: FEMA Map**
- Figure 8: Wetland Delineation Map**
- Figure 9: Photo Survey**

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Attachment A: PEAR Environmental Studies Checklist

Rev. 11/08

Environmental Studies for PA&ED Checklist							
	Not anticipated	Memo to file	Report required	Risk*			Comments
				L	M	H	
Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Growth	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
Farmlands/Timberlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Community Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Community Character and Cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Relocations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Environmental Justice	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Utilities/Emergency Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Visual/Aesthetics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Cultural Resources:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
Archaeological Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			
Historic Resources Evaluation Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Historic Property Survey Report	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			
Historic Resource Compliance Report	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Section 106 / PRC 5024 & 5024.5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
Native American Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
Finding of Effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Data Recovery Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Memorandum of Agreement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Hydrology and Floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			
Water Quality and Stormwater Runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Geology, Soils, Seismic and Topography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Paleontology	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M			
PER	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M			
PMP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			
Hazardous Waste/Materials:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
ISA (Additional)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
PSI	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Air Quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M			
Noise and Vibration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
Energy and Climate Change	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
Biological Environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			
Natural Environment Study	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			
Section 7:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M			
Formal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Informal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M			
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Section 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
USFWS Consultation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L			
NMFS Consultation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Species of Concern (CNPS, USFS, BLM, S, F)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L			

Environmental Studies for PA&ED Checklist

	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
Wetlands & Other Waters/Delineation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
404(b)(1) Alternatives Analysis	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H	
Invasive Species	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	part of NES
Wild & Scenic River Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Coastal Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
HMMP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	
DFG Consistency Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
2081	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	
Context Sensitive Solutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Permits:					
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404 Permit Coordination, IP, NWP, or LOP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	
1602 Agreement Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L	
Local Coastal Development Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
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US Coast Guard (Section 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
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Attachment A: PEAR Environmental Studies Checklist

Rev. 11/08

Environmental Studies for PA&ED Checklist							
	Not anticipated	Memo to file	Report required	Risk*			Comments
				L	M	H	
Land Use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
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Water Quality and Stormwater Runoff	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
Geology, Soils, Seismic and Topography	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
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Section 10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L			
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Environmental Studies for PA&ED Checklist

	Not anticipated	Memo to file	Report required	Risk* L M H	Comments
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Coastal Management Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
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DFG Consistency Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
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Context Sensitive Solutions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
Permits:					
401 Certification Coordination	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	IP or LOP
404 Permit Coordination, IP, NWP, or LOP	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M	
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NPDES Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	L	
US Coast Guard (Section 10)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
TRPA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	
BCDC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	L	

Attachment C: Schedule (Gantt Chart)

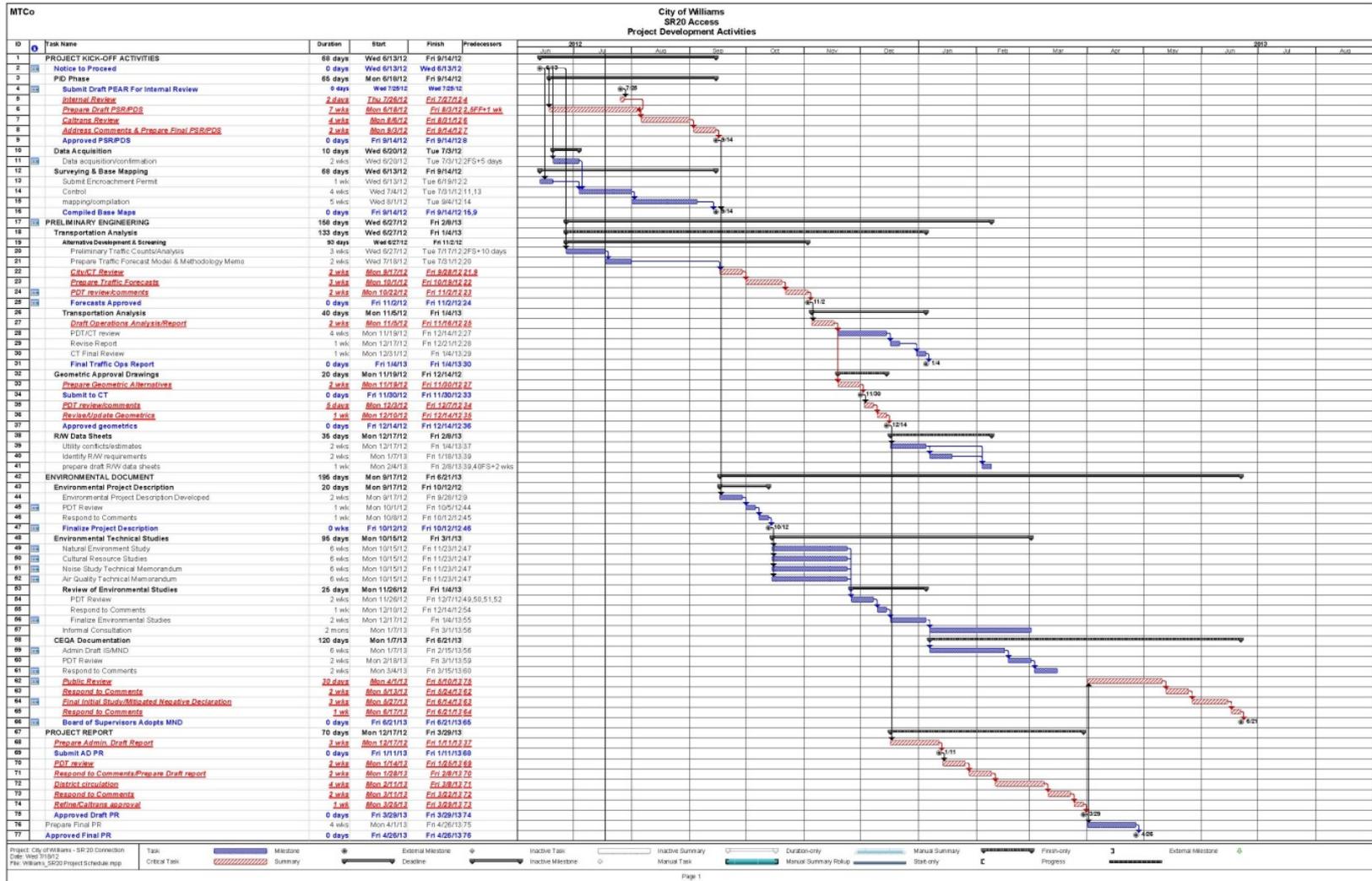


Figure 1
Vicinity Map

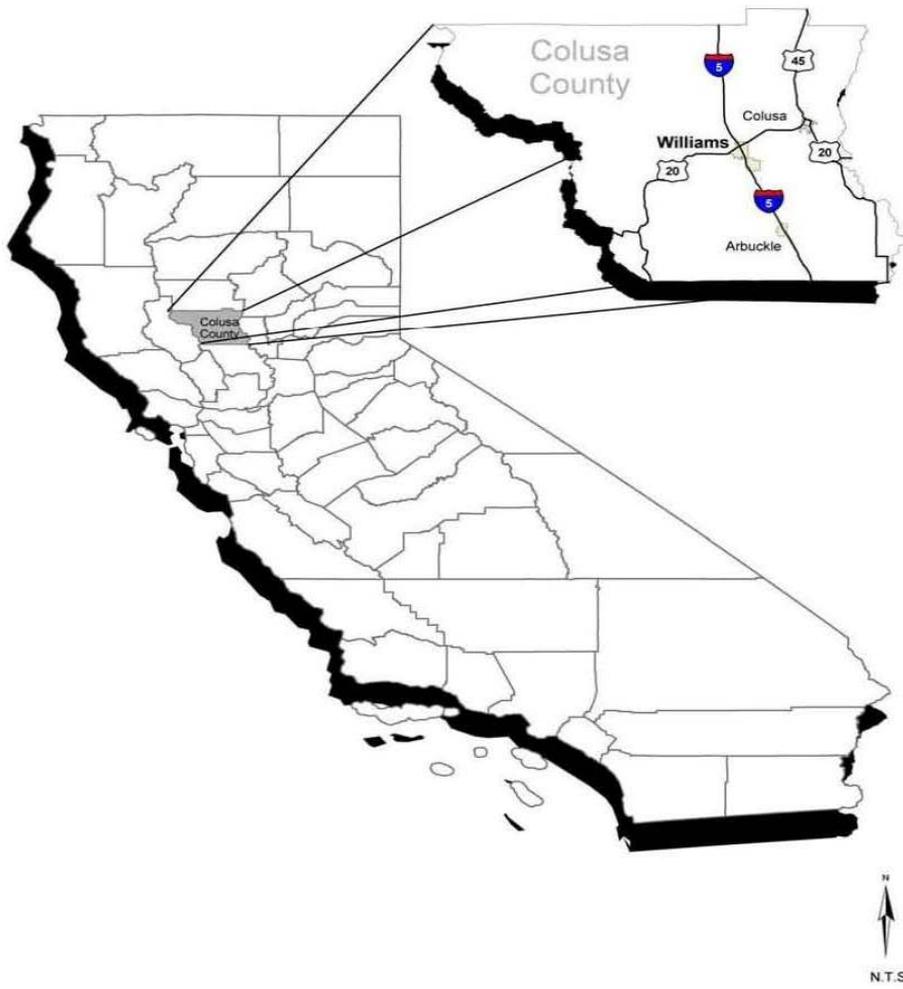


Figure 2
USGS Location

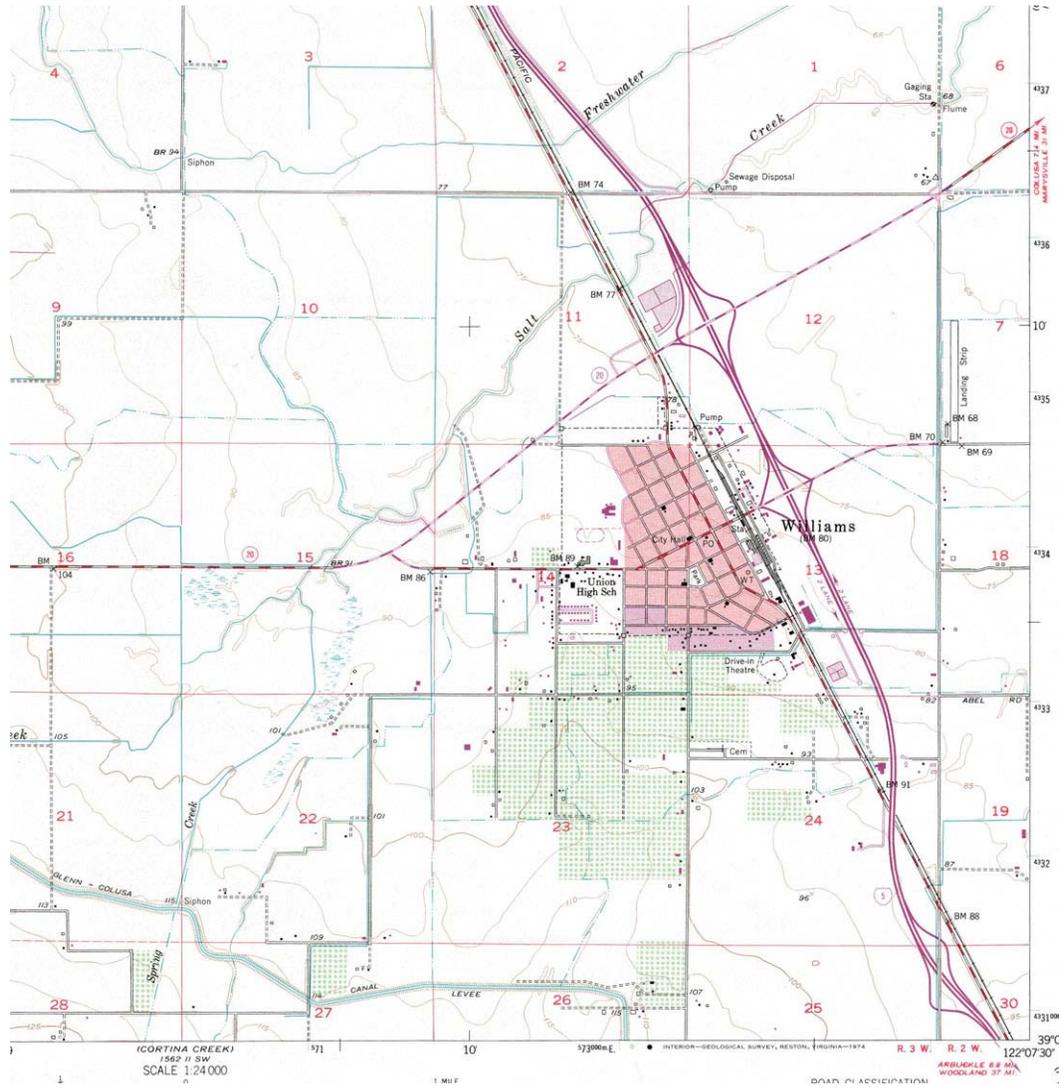


Figure 3
 Project Site Plan/Aerial
 Illustrative Purposes Only-No Scale

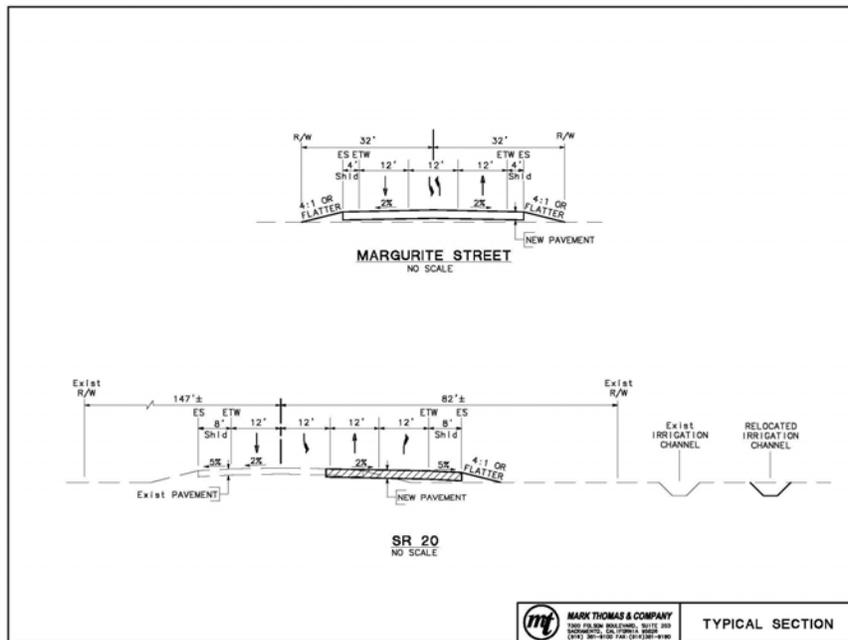
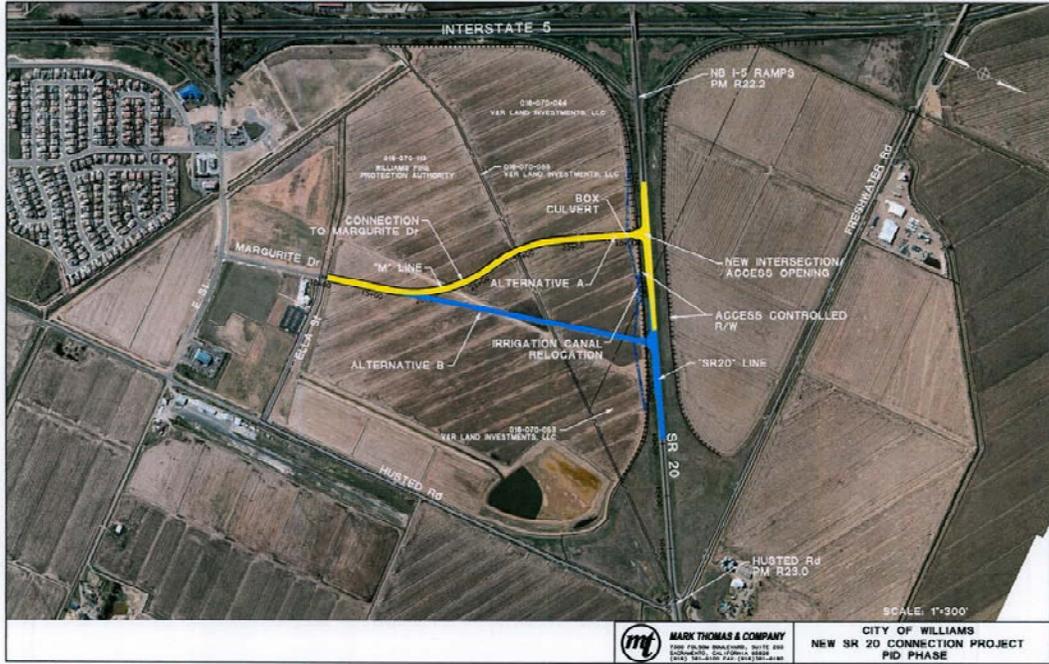


Figure 4
 General Plan Land Use Map
 See Study Area in Blue (Northeast Corner)

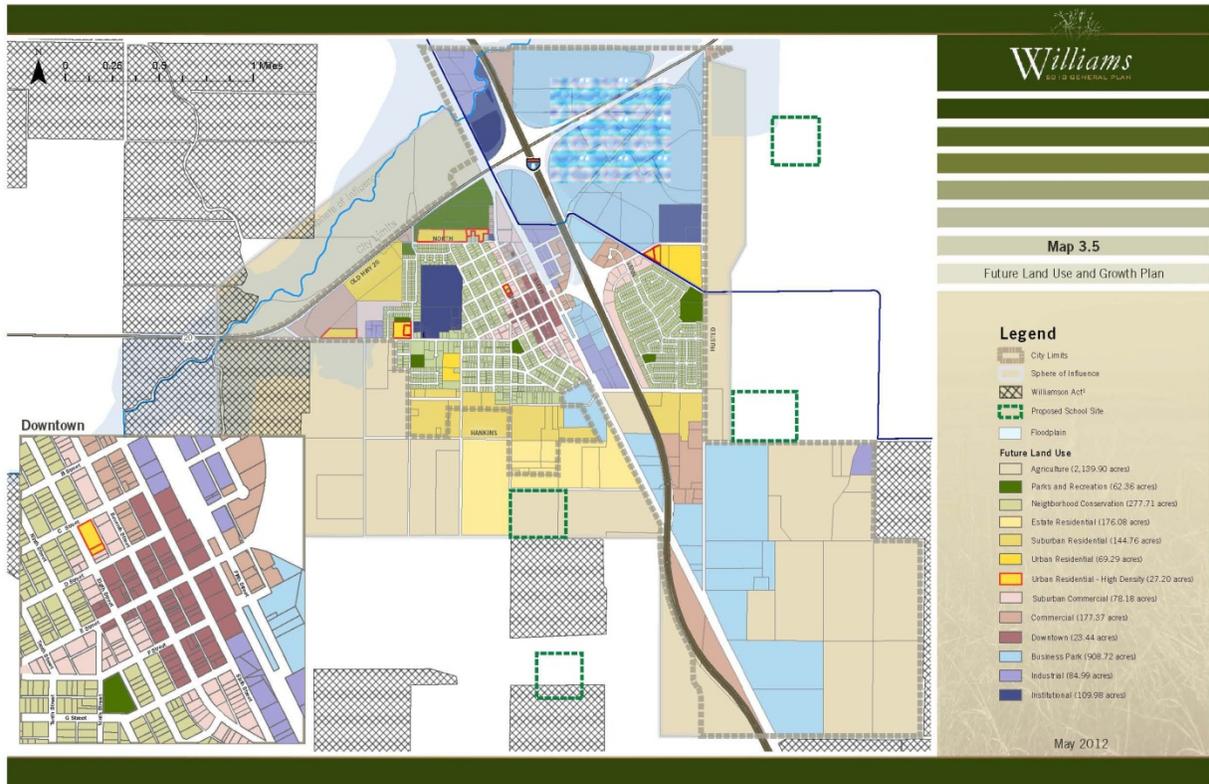


Figure 5
General Plan Master Circulation Plan

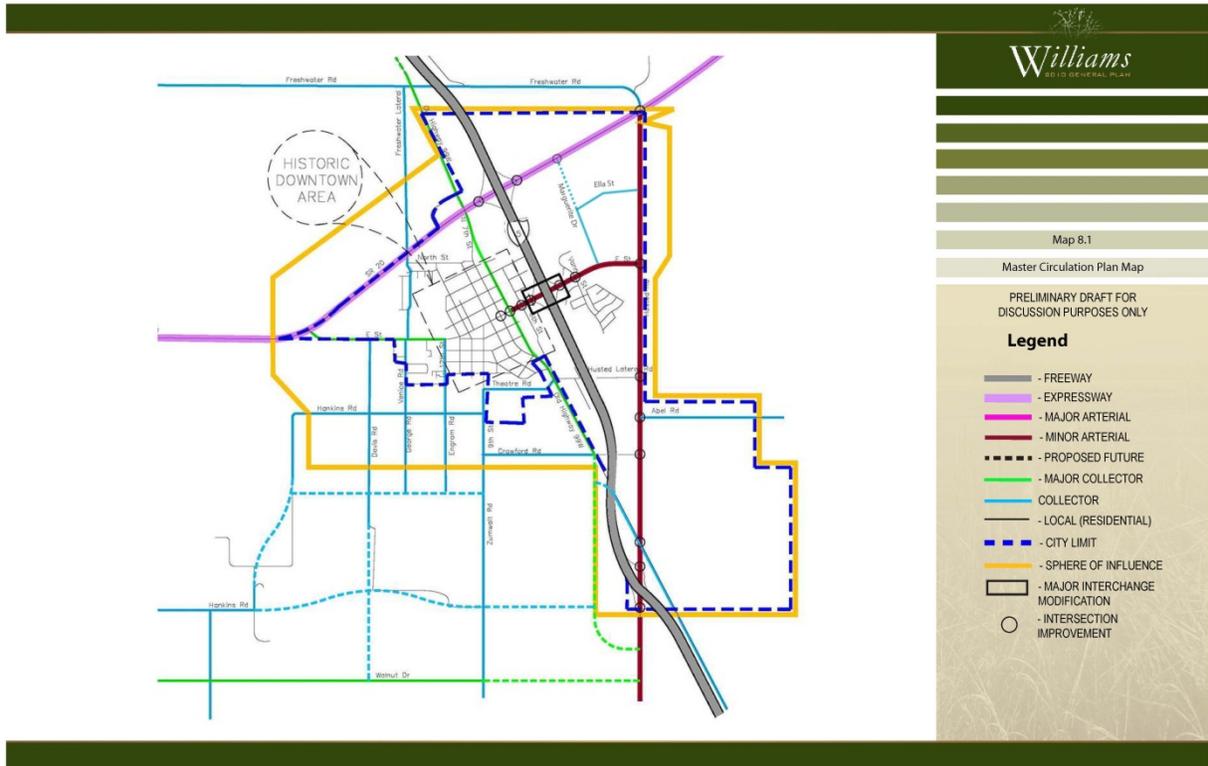


Figure 6
New Signalized Intersections

Map 8.2 New Signalized Intersections

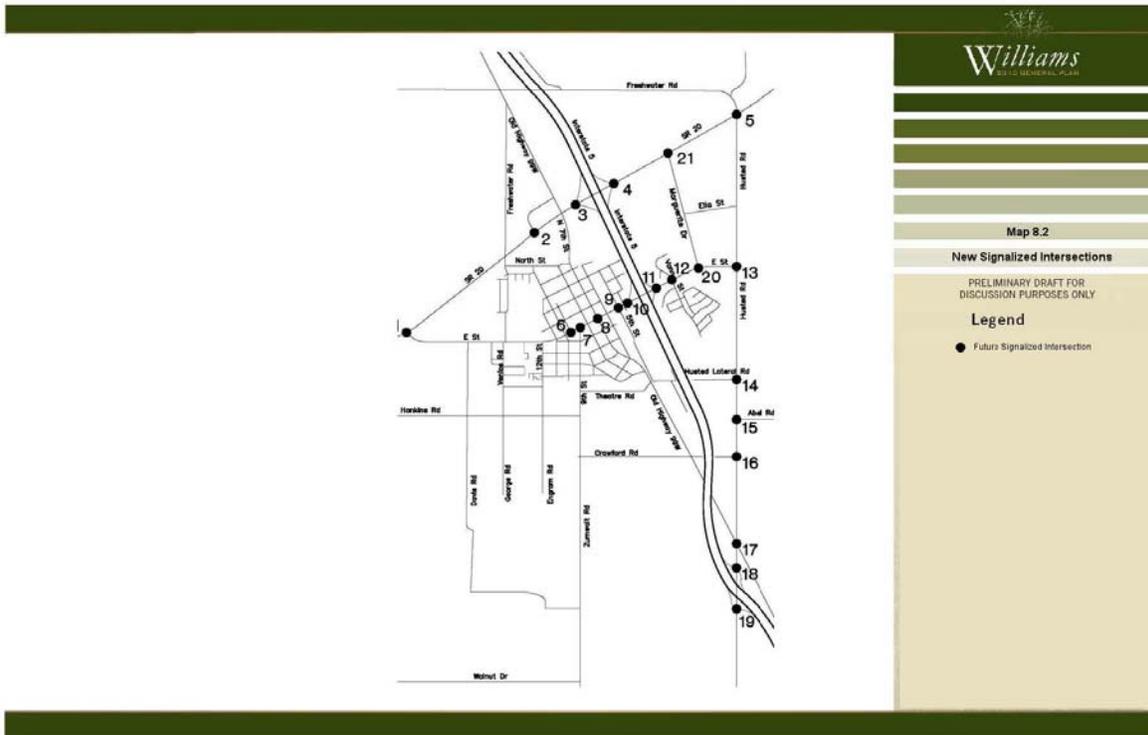
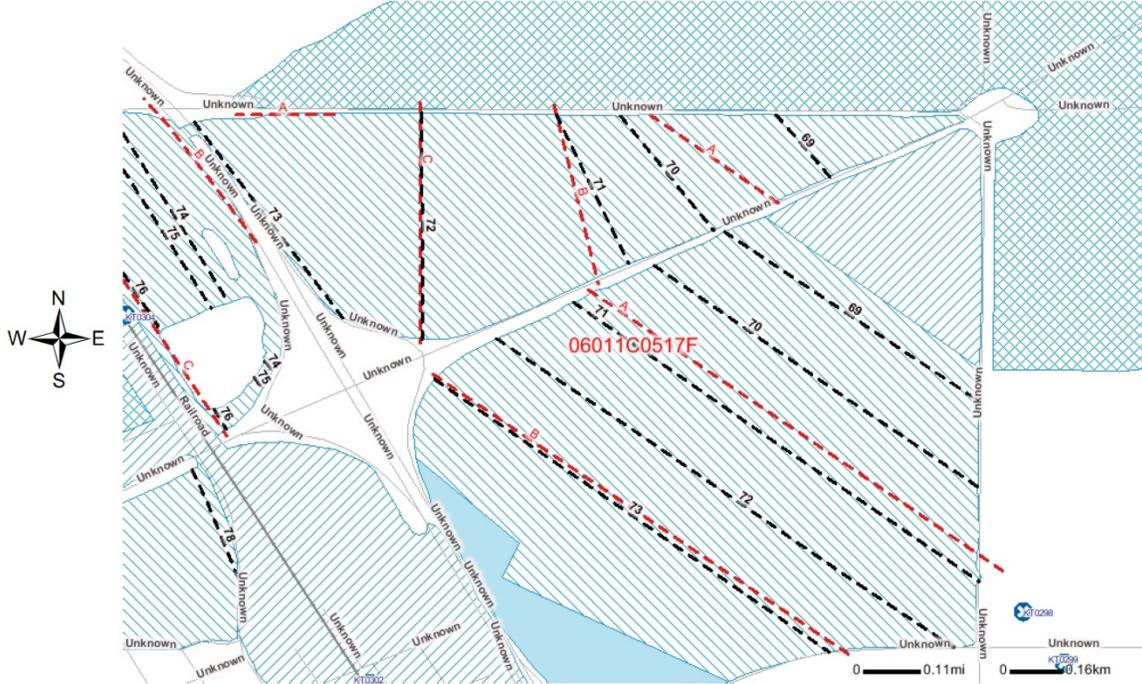


Figure 6
FEMA Map

Mapping
Information Platform

This Map Is For Advisory Purposes Only



Legend

- | | | |
|--|--------------------------------|--------------------------------------|
| Completed LOMAs | Cross Section with other datum | Zone V |
| LOMR's | Political Jurisdictions | Zone VE |
| DFIRM Panels | DFIRM Streets | Zone D |
| Bench Marks | PRIMARY ROAD | 0.2% Annual Chance Flood Hazard Zone |
| General Structures | SECONDARY ROAD | States |
| Culverts | RAILROAD | Land Areas |
| Foot Bridges | OTHER ROAD | US |
| Dams | Floodways | Other Countries |
| Levees | Flood Hazard Zone Boundaries | |
| Wing Walls | | |
| Base Flood Elevation | Flood Hazard Zones | |
| BFE with NGVD29 datum | Zone A | |
| BFE with NAVD88 datum | Zone AE | |
| BFE with other datum | Zone AH | |
| Cross Section Lines | Zone AO | |
| Cross Section with NGVD29 datum | Zone AR | |
| Cross Section with NAVD88 datum (cont) | Zone A99 | |
| | Zone A99 (cont) | |



Wednesday, 11 July 2012 11:57

This map contains DFIRM and basemap data layers meeting FEMA standards.

Figure 8
Project Area/Site Photos
March 2012



Photo 1, Southerly view along Highway 5 northbound exit ramp to SR20



Photo 2, Easterly view along Highway 5 northbound exit ramp to SR20



Photo 3, Southwesterly view of project site area approximately 1/4 mile east of Highway 5/SR20 Interchange. View of irrigation ditch.



Photo 4, Southeasterly view of project site area approximately ¼ mile east of Highway 5/SR20 Interchange

Attachment F

Transportation Planning Scoping Information Sheet

ARTICLE 4 Transportation Planning Scoping Information Sheet

PROJECT INFORMATION

District	County	Route	Post Miles	Project ID No/ Expenditure Authorization No.
03	COL	20	22.2/22.8	03-3F120K
Project Name and Description: The SR 20 Connection will provide a new intersection approximately 0.25 miles east of the I-5/SR 20 interchange. As part of the intersection improvements, turn lanes would be required on SR 20 in both directions to enhance traffic operations.				

Prepared by:

District Information Sheet Point of Contact*:	Name: Matt Brogan	Functional Unit:	N/A
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* The District Information Sheet Point of Contact is responsible for completing Project Information, PDT Team and Stakeholder Information, and coordinating the completion of project-related information with the Transportation Planning Stakeholders. Upon completion, provides the Transportation Planning PDT Representative and Project Manager with a copy of the Information Sheet.

Project Development Team (PDT) Information		
Title	Name	Phone Number
Project Manager	John Holder	(530) 741-5448
Project Engineer	Matt Brogan	(916) 381-9100
Transportation Planning PDT Representative**	Dianira Soto	(530) 740-4905

Transportation Planning Stakeholder Information		
Title	Name	Phone Number
Regional Planner	Dianira Soto	(530) 740-4905
System Planner	Sadie Smith	(530) 740-4905
Local Development-Intergovernmental Review (LD-IGR) Planner	Dianira Soto	(530) 740-4905
Community Planner	Dianira Soto	(530) 740-4905
Goods Movement Planner	Jeff Morneau	(530) 741-4543
Transit Planner	Rebecca Pike	(530) 634-7612
Bicycle and Pedestrian Coordinator	Chad Riding	(530) 741-4543
Park and Ride Coordinator	Susan Zanchi	(530) 741-4199
Native American Liaison	Chad Riding	(530) 741-4199

Project Purpose and Need** – The purpose of the new connection to SR 20 is to provide a new north-south access which will serve future development in the City. The connection will also allow for the circulation elements in the City’s General Plan to be implemented.

Anticipated growth and employment in the east side of Williams will influence the travel demand within the City and the adjacent segments of Interstate 5 and State Route 20. As discussed in the City of Williams General Plan Update, adopted

on June 18th, 2012, the extension of Margurite Street to SR 20 is envisioned to improve circulation and provide access for anticipated development.

** The Transportation Planning PDT Representative is responsible for providing the PDT with the system-wide and corridor level deficiencies identified by Transportation Planning. The PDT uses the information provided by Transportation Planning to develop the purpose and need with contributions from other Caltrans functional units and external stakeholders at the initiation of the PID and is refined throughout the PID process. As the project moves past the project initiation stage and more data becomes available, the purpose and need is refined. For additional information on purpose and need see: www.dot.ca.gov/hq/env/emo/purpose_need.htm

1. Project Funding:

a	List all known and potential funding sources and percent splits: (ie. State Transportation Improvement Program (STIP)/State Highway Operations and Protection Program (SHOPP)/Transportation Enhancement (TE)/Environmental Enhancement and Mitigation (EEM)/Safe Routes to School (SR2S)/etc.).
	At this time, there is no state or federal funding to build the SR 20 Connector. The project is 100% locally funded.
b	Is this a measure project? Yes ___/No <u>X</u> _. If yes, name and describe the measure.

2. Regional Planning:

a	Name of and contact information for Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA). Loren Clifton (Colusa County Transportation Commission) – (530) 473-0466; lclifton@ccdpcw.com
b	Name of and contact information for local jurisdiction (City or County) Chuck Bergson (City of Williams) – (530) 473-5389; cbergson@cityofwilliams.org
c	Provide the page number and project description as identified in the Regional Transportation Plan (RTP) and the date of adoption, or provide an explanation if not in RTP. The project is not identified in the Colusa County 2008/09 RTP. The project scope was unknown at the time, and will be added into the 2013 RTP Update. The project has been reviewed by the Colusa County Transportation Commission, which supports the project and has helped fund the Feasibility Study.
d	Provide nexus between the RTP objectives and the project to establish the basis for the project purpose and need. As discussed in the City of Williams General Plan Update, adopted on June 18th, 2012, the extension of Margurite Street to SR 20 is envisioned to improve circulation and provide access for anticipated development, which is consistent with the following RTP Goals: 1.2 Goal: Maintain and improve goods movement facilities in a manner that supports the economic well-being and quality of life in Colusa County; and 5.1 Goal: Improve the transportation system to support access to and economic vitality of locally-operated businesses for economic enhancement; and 6.2 Goal: Coordinate improvement of transportation facilities with adopted land use plans.
e	Is the project located in an area susceptible to sea-level rise? No.
f	Name of Air Quality Management District (AQMD) Colusa County Air Pollution Control District.
g	If the project is located in a federal non-attainment or attainment-maintenance area is the project: • Regionally Significant? (per 40 (Code of Federal Regulations (CFR) 93.101) Y_X_/N__ • Exempt from conformity? (per 40 CFR 93.126 and 93.128) Y__/N_X_ • Exempt from regional analysis? (per 40 CFR 93.127) Y_/N_X_

	• Not exempt from conformity (must meet all requirements)? Y__/N_X_
--	---

3. Native American Consultation and Coordination:

a	If project is within or near an Indian Reservation or Rancheria? If so, provide the name of Tribe. No.
b	Has/have the Tribal Government(s) been consulted? Y___/N___. If no, why not? N/A
c	If the project requires Caltrans to use right-of-way on trust or allotted lands, this information needs to be included as soon as possible as a key topic in the consultation with the Tribe(s). Has the Tribe been consulted on this topic? Y___/N_X_. If no, why not? N/A
d	Has the Bureau of Indian Affairs (BIA) been notified? Y__/N_X_ N/A
e	Have all applicable Tribal laws, ordinances and regulations [Tribal Employment Rights Ordinances (TERO), etc.] been reviewed for required contract language and coordination? N/A
f	If the Tribe has a TERO, is there a related Memorandum of Understanding between the District and the Tribe? N/A
g	Has the area surrounding the project been checked for prehistoric, archeological, cultural, spiritual, or ceremonial sites, or areas of potentially high sensitivity? If such areas exist, has the Tribe, Native American Heritage Commission or other applicable persons or entities been consulted? N/A
h	If a Native American monitor is required for this project, will this cost be reflected in cost estimates? N/A
i	In the event of project redesign, will the changes impact a Native American community as described above in d, e, or h? N/A

4. System Planning:

a	Is the project consistent with the DSMP? <u>No.</u> If yes document approval date: If no, explain. There are no projects proposed along SR 20 in this area. This project add turn lanes onto SR 20, but would not affect future system planning projects .
b	Is the project identified in the TSDP? <u>No.</u> If yes, document approval date: If no, explain. There are no projects proposed along SR 20 in this area. This project add turn lanes onto SR 20, but would not affect future system planning projects .
c	Is the project identified in the TCR/RCR or CSMP? <u>No.</u> If yes, document approval date: If no, explain. Is the project consistent with the future route concept? <u>No.</u> If no, explain. There are no projects proposed along SR 20 in this area. This project add turn lanes onto SR 20, but would not affect future system planning projects .
d	Provide the Concept Level of Service (LOS) through project area. The Concept Level of Service is D.
e	Provide the Concept Facility – include the number of lanes. Does the Concept Facility include High Occupancy Vehicle lanes? Y__/N_X_. The Concept Facility is a 2 lane conventional highway.
f	Provide the Ultimate Transportation Corridor (UTC) – include the number of lanes. Does the UTC include High Occupancy Vehicle Lanes? Y__/N_X_.

g	Describe the physical characteristics of the corridor through the project area (i.e. flat, rolling or mountainous terrain...).
	The corridor is flat through the project area.
h	Is the highway in an urban or rural area? Urban__/_Rural_X_. Provide Functional Classification.
	Functional classification is 3.
i	Is facility a freeway, expressway or conventional highway?
	The facility is a conventional highway.
j	Provide Route Designations: (i.e. Interregional Transportation Strategic Plan (ITSP) High Emphasis or Focus Route, Surface Transportation Assistance Act (STAA) Route, Scenic Route...).
	The Route is STAA designated.
k	Describe the land uses adjacent to project limits (i.e. agricultural, industrial...).
	Agricultural land uses are adjacent to the project limits.
l	Describe any park and ride facility needs identified in the TCR/CSMP, local plans, and RTP.
	Park and ride facility needs are not identified
m	Describe the Forecasted 10 and 20-year Vehicle Miles Traveled (VMT), Annual Average Daily Traffic (AADT), and Peak Hour truck data in the TCR. Include the source and year of Forecast, and names and types of traffic and travel demand analysis tools used.
	The Circulation Element and the Future Land Use Plan within the City of Williams General Plan use an existing ADT of 4,000 to project a 2030 Buildout ADT of 10,875.
n	Has analysis on Daily Vehicle Hours of Delay (DVHD) from the Highway Congestion Monitoring Program (HICOMP) been completed and included? Y__/_N_X_.

5. Local Development – Intergovernmental Review (LD-IGR):

List LD-IGR projects that may directly or indirectly impact the proposed Caltrans project or that the proposed Caltrans project may impact. (Attach additional project information if needed.)

LD-IGR Project Information		Project
a	County-Route-Postmile & Distance to Development.	N/A
b	Development name, type, and size.	N/A
c	Local agency and/or private sponsor, and contact information.	N/A
d	California Environmental Quality Act (CEQA) status and Implementation Date.	N/A
e	If project includes federal funding, National Environmental Policy Act (NEPA) status.	N/A
f	All vehicular and non-vehicular unmitigated impacts and planned mitigation measures including Transportation Demand Management (TDM) and Transportation System Management (TSM) that would affect Caltrans facilities.	N/A
g	Approved mitigation measures and implementing party.	N/A
h	Value of constructed mitigation and/or amount of funds provided.	N/A
i	Encroachment Permit, Transportation Permit, Traffic Management Plan, or California	N/A

	Transportation Commission (CTC) Access approvals needed.	
j	Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.	N/A
k	Inclusion in a Regional Transportation Plan Sustainable Community Strategy or Alternative Planning Strategy?	N/A
l	Regional or local mitigation fee program in place?	N/A

6. Community Planning:

INITIAL PID INFORMATION		
a	Has lead agency staff worked with any neighborhood/community groups in the area of the proposed improvements? Y__/N_X_. If yes, summarize the process and its results including any commitments made to the community. If no, why not?	
	The Environmental Document will be vetted for public review during the PA&ED phase.	
b	Are any active/completed/proposed Environmental Justice (EJ) or Community-Based Transportation (CBTP) Planning Grants in the project area? Y__/N_X_. If yes, summarize the project, its location, and whether/how it may interact with the proposed project.	
	No grants for EJ or CBTP Grants in the project area.	
c	Describe any community participation plans for this PID including how recommendations will be incorporated and/or addressed. Has a context sensitive solutions (CSS) approach been applied? Y__/N_X_	
	No known community participation plans for this PID. No known plans for CSS.	
FINAL PID INFORMATION		
d	How will the proposed transportation improvements impact the local community? Is the project likely to create or exacerbate existing environmental or other issues, including public health and safety, air quality, water quality, noise, environmental justice or social equity? Y__/N_X_. Describe issues, concerns, and recommendations (from sources including neighborhood/community groups) and what measures will be taken to reduce existing or potential negative effects.	
	The City and local community groups are in support of the project.	
e	Does this highway serve as a main street? Y__/N_X_. If yes, what main street functions and features need to be protected or preserved?	

7. Freight Planning:

INITIAL PID INFORMATION		
a	Identify all modal and intermodal facilities that may affect or be affected by the project.	
	There are no intermodal facilities within District 3 boundaries.	
FINAL PID INFORMATION		
b	Describe how the design of this project could facilitate or impede Goods Movement and relieve choke points both locally and statewide through grade separations, lane separations, or other measures (e.g., special features to accommodate truck traffic and at-grade railroad crossings).	
	Relieve congestion of local roadways.	
c	Describe how the project integrates and interconnects with other modes (rail, maritime, air, etc.). Do possibilities exist for an intermodal facility or other features to improve long-distance hauling, farm-to-market transportation and/or accessibility between warehouses, storage facilities, and terminals?	

	The project doesn't integrate or interconnect with other modes. It is unknown at this time if an intermodal facility or other features improving long-distance hauling operations will be improved.
d	Is the project located in a high priority goods movement area, included in the Goods Movement Action Plan (GMAP) or on a Global Gateways Development Program (GGDP) route? Y__/N_X_. If yes, describe.
e	Is the project on a current and/or projected high truck volume route [e.g., Average Annual Daily Truck Traffic (AADTT) of 5 axle trucks is greater than 3000]? Yes__/N_X_. If yes, describe how the project addresses this demand.
f	If the project is located near an airport, seaport, or railroad depot, describe how circulation (including truck parking) needs are addressed. The project is not near an airport, seaport, or railroad depot.
g	Describe any other freight issues. N/A

8. Transit (bus, light rail, commuter rail, intercity rail, high speed rail):

	INITIAL PID INFORMATION
a	List all local transit providers that operate within the corridor. The Colusa County Transit Agency (CCTA) provides a Dial-A-Ride system with fixed timed routes to Williams, Colusa, Arbuckle, Maxwell, Grimes, Princeton, Sites, and Stonyford.
b	Have transit agencies been contacted for possible project coordination? <u>No</u> . If no, why not? Colusa County Transit Agency will be contacted during the PA/ED phase.
c	Describe existing transit services and transit features (bus stops, train crossings, and transit lines) within the corridor. The CCTA operates three transit lines; Routes 1, 2, and 5 may run through the project limits.
d	Describe transit facility needs identified in short- and long-range transit plans and RTP. Describe how these future plans affect the corridor. Transit facilities will not be impacted by the project.
	FINAL PID INFORMATION
e	Describe how the proposed project integrates transit and addresses impacts to transit services and transit facilities. New connection oat Margurite Drive will improve circulation for Transit in the City. No other impacts are anticipated.
f	Have transit alternatives and improvement features been considered in this project? Y__/N__ If yes, describe. If no, why not? New connection oat Margurite Drive will improve circulation for Transit in the City. No other impacts are anticipated.

9. Bicycle:

	INITIAL PID INFORMATION
a	Does the facility provide for bicyclist safety and mobility needs? If no, please explain. Bicyclist safety and mobility needs have been addressed in the City's General Plan Update. All roads will be "multi-modal" facilities.
b	Are any improvements for bicyclist safety and mobility proposed for this facility by any local agencies or included in bicycle master plans? If yes, describe (including location, time frame, funding, etc.). Bicyclist safety and mobility needs have been addressed in the City's General Plan Update. All roads will be "multi-modal" facilities.
c	Are there any external bicycle advocacy groups and bicycle advisory committees that should be included in the project stakeholder list? If so, provide contact information. No, although we will monitor for additional stakeholders are identified.
	FINAL PID INFORMATION

d	Will bicycle travel deficiencies be corrected? How or why not? N/A
e	How will this project affect local agency plans for bicycle safety and mobility improvements? N/A
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for bicycle travel? If yes, describe how bicycle travel provisions will be included in this project. No.

10. Pedestrian including Americans with Disabilities Act (ADA):

INITIAL PID INFORMATION	
a	Does this facility provide for pedestrian safety and mobility needs? If so, describe pedestrian facilities. Do continuous and well-maintained sidewalks exist? Are pedestrians forced to walk in the roadway at any locations due to lack of adequate pedestrian facilities? Please explain. There is no indication that a need exists for pedestrian or that pedestrians are currently using this stretch of SR 20.
b	Are pedestrian crossings located at reasonable intervals? N/A
c	Are all pedestrian facilities within the corridor ADA accessible and in compliance with Federal and State ADA laws and regulations? N/A
FINAL PID INFORMATION	
d	Will pedestrian travel deficiencies be corrected? How or why not? N/A
e	How will this project affect local agency plans for pedestrian safety and mobility improvements? N/A
f	If the project is the construction of a new freeway or modification to an existing freeway, will it sever or destroy existing provisions for pedestrian travel? If yes, describe how pedestrian travel provisions will be included in this project. N/A
g	Are there any external pedestrian advocacy groups and advisory committees that should be included in the project stakeholder list? If so, provide contact information. N/A
h	Have ADA barriers as noted in the District's ADA Transition Plan been identified within the project limits? If not included in the project, provide justification and indicate whether District Design coordinator approval was obtained. N/A

11. Equestrian:

INITIAL PID INFORMATION	
a	If this corridor accommodates equestrian traffic, describe any project features that are being considered to improve safety for equestrian and vehicular traffic? There is no indication of equestrian traffic currently using this stretch of SR 20.
FINAL PID INFORMATION	
b	Have features that accommodate equestrian traffic been identified? If so, are they included a part of this project? Describe. If no, why not? N/A – None currently known.

12. Intelligent Transportation Systems (ITS):

	INITIAL PID INFORMATION
a	Have ITS features such as closed-circuit television cameras, signal timing, multi-jurisdictional or multimodal system coordination been considered in the project? Y__/N_X_. If yes, describe. If no, explain.
	The project area will not necessitate signal timing, closed-circuit cameras, or multi jurisdictional multimodal system coordination. Additionally, due to the nature of the project (highway connection) and its very rural location, ITS features are not necessary. None known at this time.
	FINAL PID INFORMATION
b	Have ITS features been identified? If so, are they included a part of this project? Describe. If no, why not?
	N/A – None currently known.

Attachment G

Right of Way Conceptual Cost Estimate Component

CONCEPTUAL COST ESTIMATE – RIGHT OF WAY COMPONENT

To: September 2012

From: 03-COL-20-PM 22.2/22.8
EA 3F120K
SR 20 Connection

A Field Review was conducted Yes No

Scope of the Right of Way

Provide a general description of the right of way including the location attributes.

Right of Way Required Yes No

Number of Parcels 1-10 11-25 26-50 51-100 >100

Urban Rural

Land Area: Fee 5.2 AC Easement 1.5 AC

Displaced Persons/Businesses Yes No

Demolition/Clearance Yes No

Railroad Involvement Yes No

Utility Involvements Yes No 3 Number of Utilities in area

Cost Estimates

Support Costs	<input type="checkbox"/> \$0-\$25,000	<input type="checkbox"/> \$500,001-\$1,000,000
	<input checked="" type="checkbox"/> \$25,001-\$100,000	<input type="checkbox"/> \$1,000,001-\$5,000,000
	<input type="checkbox"/> \$100,001-\$250,000	<input type="checkbox"/> \$5,000,001-\$10,000,000
	<input type="checkbox"/> \$250,001-\$500,000	<input type="checkbox"/> >\$10,000,000
Capital Costs	<input checked="" type="checkbox"/> \$0-\$100,000	<input type="checkbox"/> \$5,000,001-\$15,000,000
	<input type="checkbox"/> \$100,001-\$500,000	<input type="checkbox"/> \$15,000,001-\$50,000,000
	<input type="checkbox"/> \$500,001-\$1,000,000	<input type="checkbox"/> \$50,000,001-\$100,000,000
	<input type="checkbox"/> \$1,000,001-\$5,000,000	<input type="checkbox"/> >\$100,000,000

Schedule

Right of Way will require 6 months to deliver a Right of Way Certification #1 from Final R/W Maps. This estimate is based on a Right of Way Certification date of September 2014.

Areas of Concern

There are no areas of concern anticipated at this time.

Assumptions and Limiting Conditions

All right of way will be dedicated by the developer. Any lands required to be State right of way at the completion of the project will be deeded to the State. A new easement must be acquired for the relocation of a Glenn Colusa Irrigation District Canal. It has been assume the City of Williams will assume the cost of the easement.

Attachment H

Risk Register

Project Risk Register

DIST- EA 03-3F120					Project Name: SR 20 Connection			Project Manager: Matt Brogan			Date Created:	Last Updated:					
					Co - Rte - PM: COL-20.2-22.8			Telephone: (916) 381-9100									
ITEM	ID #	Status	Threat / Opport-unity	Category	Date Risk Identified	Risk Discription	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
1	03-3F120-01	Active	Threat	PM		Project scope, schedule, objectives, cost, and deliverables are not clearly defined or understood.	Unclear expectations may result from misinterpretation of scope resulting in disputes concerning expectations of service or disputed concerning invoicing	TIME	Probability 1=Very Low (1-9%) Low Impact 4 =Med			Dissatisfaction with service expressed by City or payments to consultant team delayed or withheld.	MITIGATE	City and consultant team to proactively communicate expectations with respect of scope			
2	03-3F120-02	Active	Threat	PM		Estimating or scheduling errors		COST	Probability 2=Low (10-19%) Low Impact 2 =Low					Schedule to be reviewed at monthly PDT meetings and with the consultant Team and City			
3	03-3F120-03	Active	Threat	PM		CTCC does not approve application for SR 20 connection following completion of PA&ED.		COST	Probability 3=Med (20-39%) Med Impact 4 =Med				AVOID	Present project approval from Caltrans to CTCC.			
4	03-3F120-04	Active	Threat	PM		Delay Technical Studies until PA&ED	Consultant design team may encounter unforeseen tasks, or tasks deferred to PA&ED that may take longer than anticipated, requiring additional budget	COST	Probability 2=Low (10-19%) Med Impact 4 =Med				AVOID	Consultants budget to be reviewed monthly. Extra work tasks to be clearly identified.			
5	03-3F120-05	Active	Threat	PM		Underestimated support resources or overly optimistic delivery schedule		TIME	Probability 3=Med (20-39%) Med Impact 4 =Med				AVOID	Communicate early with PDT members to effect a common understanding of the project schedule.			
6	03-3F120-06	Active	Threat	ENV		Incosistant cost, time, scope, and quality objectives		SCOPE	Probability 3=Med (20-39%) High Impact 8 =High				AVOID	Communicate early with key Caltrans and City members to effect a common understanding of the scope of the project.			
7	03-3F120-07	Active	Threat	ENV		Additional protocol Surveys of Endangered Species	Preferred corridor and alignments may require more survey work than currently included in the scope and budget	TIME	Probability 3=Med (20-39%) High Impact 8 =High			Environmental Studies		Communicate early with key Agency members to effect a common understanding of the scope of the project.			
8	03-3F120-08	Active	Threat	ENV		Added workload or time requirements because of new direction, policy or statute		SCOPE	Probability 3=Med (20-39%) Med Impact 4 =Med				MITIGATE	Communicate early with key Agency members to effect a common understanding of the scope of the project.			