

Marysville Roadway Rehabilitation Project

YUBA COUNTY, CALIFORNIA
03-YUB-20 (PM 0.5/2.0) & YUB-70 (PM 14.1/15.2)
03-0002-0139-1
03-0A5801

Initial Study with Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



May 2011

SCH:
03-YUB-20 PM 0.5/2.0
03-YUB-70 PM 14.1/15.2
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INITIAL STUDY with Proposed Negative Declaration

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

THE STATE OF CALIFORNIA
Department of Transportation

21 March 2011
Date of Approval


JOHN D. WEBB, Office Chief
North Region Environmental Services

Mitigated Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to replace the structural road section of YUB-20 (PM 0.5/2.0) and YUB-70 (PM 14.1/15.2) in the City of Marysville in Yuba County. Continuous Reinforced Concrete Pavement (CRCP) is proposed to be added at various locations throughout the project and asphalt concrete is proposed to be replaced at various locations throughout the project. In addition, the proposed project involves upgrading curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards where feasible, upgrading utilities and drainage features, and improving traffic operations throughout the project area.

The project is proposed to be constructed in two phases:

Phase 1 – Continuous Reinforced Concrete Pavement (CRCP) is proposed from the intersection of F and 10th St., along 9th street and up B St. to the intersection of B and 12th St. CRCP is also proposed along E street from 9th St. to 6th St. In addition, if funds allow, the existing asphalt concrete will be replaced along B St. north of the intersection of B and 12th St. to the project limits near 14th St. and along 12 St. from near Yuba St. to the project limits near Buchanan St.

Phase 2 – Continuous Reinforced Concrete Pavement (CRCP) is proposed along E street from 6th St. to the base of the E Street bridge and along 10th St. from F St. to the base of the 10th St. bridge. In addition, all operational improvements at 3rd St., 5th St., and along 10th St. will be completed.

Determination

Caltrans has prepared an Initial Study for this project and has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have **no effect** on agricultural and forest resources, floodplain, biological resources, greenhouse gas emissions, land use planning, mineral resources, population and housing, geology/soils, public services, or recreation;

The proposed project will not increase seismic hazards or induce growth;

The proposed project would have **no significant effect** on noise, air quality, utilities, traffic/transportation, public services, visual/aesthetics, and hazardous waste/materials;

The proposed project would have **no significantly adverse effect** on Cultural Resources because the following mitigation measures would reduce potential effects to insignificance:

- Caltrans and the State Historic Preservation Officer (SHPO) have signed a Programmatic Agreement (PA) that contains measures to account for the identification, evaluation and mitigation for effects to cultural resources that may be uncovered during construction activities. The PA would ensure that any significantly adverse effects of the undertaking are resolved by implementing an Archaeological Resources Management Plan and ESA Action Plans, as applicable.

24 May 2011
Date of Approval


JOHN D. WEBB, Office Chief
North Region Environmental Services

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Chapter 1 – Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to replace the structural road section of SR-20 (PM 0.5/2.0) and SR-70 (PM 14.1/15.2) in the City of Marysville in Yuba County (Figure 1-1). Continuously Reinforced Concrete Pavement (CRCP) is proposed to be added at various locations throughout the project and asphalt concrete is proposed to be replaced at various locations throughout the project. In addition, the proposed project involves upgrading curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards where feasible, upgrading utilities and drainage features, and improving traffic operations throughout the project area.

The project is proposed to be constructed in two phases (Figure 1-2):

Phase 1 – Continuously Reinforced Concrete Pavement (CRCP) is proposed on SR-20 from the intersection of F St. and 10th St., along 9th St. and up B St. to the intersection of B St. and 12th St. CRCP is also proposed along E St. (SR-70) from 9th St. to 6th St. In addition, if funds allow, the existing asphalt concrete would be replaced along B St. north of the intersection of B St. and 12th St. to the project limits near 14th St. and along 12th St. from near Yuba St. to the project limits near Buchanan St.

Phase 2 – Continuously Reinforced Concrete Pavement (CRCP) is proposed along E St. from 6th St. to the base of the E St. bridge and along 10th St. from F St. to the base of the 10th St. bridge. In addition, traffic operational improvements on E St. at 3rd St. and 5th St., and along 10th St. from F St. to H St. would be completed.

This project is included in the 2010 State Highway Operation and Protection Program (SHOPP) Roadway Rehabilitation Program (120) for the 2010/2011 fiscal year with \$35 million in construction funds.

Figure 1-1 – Project Location

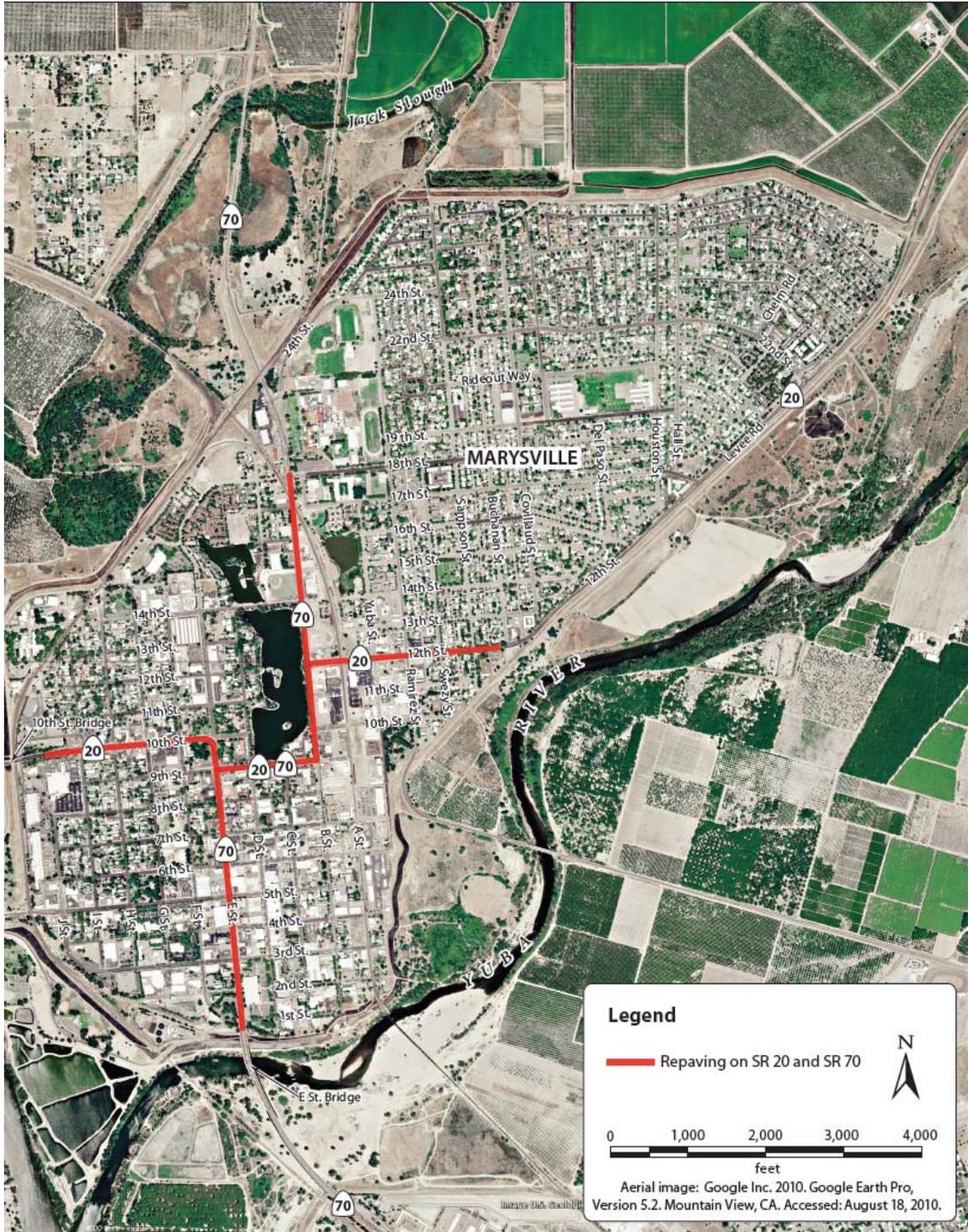
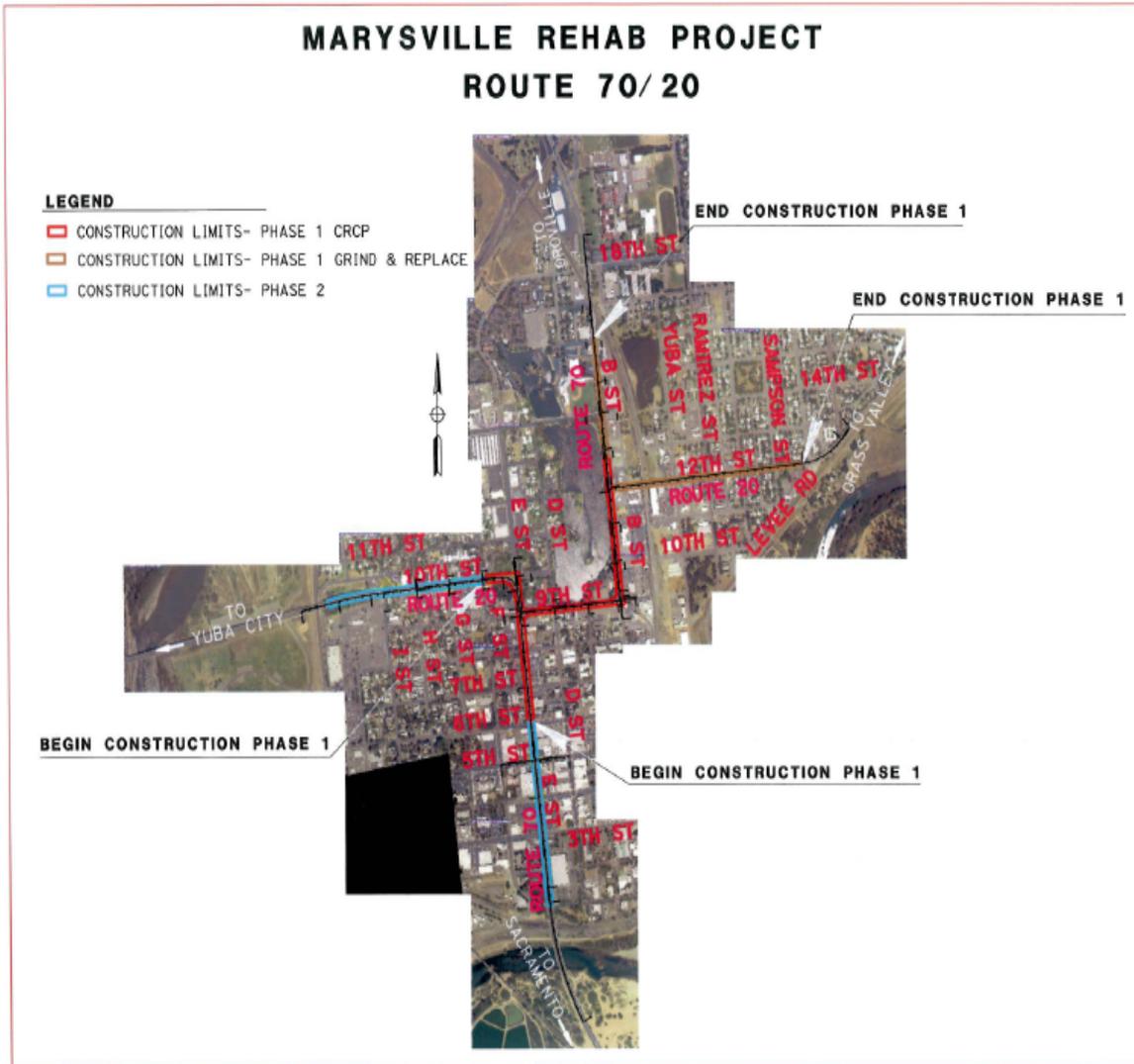


Figure 1-2 – Project Phases



Purpose and Need

The purpose of the project is to extend the service life of the pavement and reduce maintenance expenditures by resurfacing, restoration, and rehabilitation (3R). The project would excavate the existing road and construct Continuously Reinforced Concrete Pavement (CRCP) along sections of E St., 9th St., and B St. Asphalt Concrete will also be replaced on B St. At most locations, obsolete signals would be replaced or modified to improve traffic and pedestrian operations, curbs, gutters, and portions of the sidewalks would be repaired or replaced and upgraded to current ADA accessibility standards, and Main street context sensitive features would be added where possible.

The existing asphalt pavement is deteriorated and has a poor ride quality that requires annual maintenance to repair and maintain. At and near several major intersections the pavement exhibits rutting and failing structural sections caused by heavy truck movements. Traffic signals at times operate inefficiently due to high traffic volumes and failing pavement loop detectors. Some of the curbs, gutters and sidewalks are broken and not ADA compliant, impacting pedestrian accessibility and detracting from the context of the main street historical downtown area.

Project Description

The California Department of Transportation (Caltrans) proposes to replace the structural road section of SR-20 (PM 0.5/2.0) and SR-70 (PM 14.1/15.2) in the City of Marysville in Yuba County. Continuously Reinforced Concrete Pavement (CRCP) is proposed to be added at various locations throughout the project and asphalt concrete is proposed to be replaced at various locations throughout the project. In addition, the proposed project involves upgrading curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards where feasible, upgrading utilities and drainage features, and improving traffic operations throughout the project area.

Preliminary Construction Phasing and Traffic Management

Construction would take place over a three season period beginning in Spring 2012 and ending in Fall 2014. Construction at times would take place 24 hours a day, 7 days a week to minimize traffic delays due to detours.

General Traffic Management Plan Elements

A Traffic Management Plan (TMP) would be prepared by Caltrans' District Traffic Operations staff and would contain specific requirements for public noticing, traffic

control implementation, property and business access, and safety during project construction. Traffic management plans typically include the following elements.

- A public awareness campaign,
- Highway advisory radio broadcasts,
- Portable, changeable message signs,
- Temporary loop sensors and signals.

The California Highway Patrol (CHP) is responsible for enforcing traffic regulations on state highways, and local police are responsible for enforcing regulations on local streets. CHP and Marysville police officers would be posted at the construction site to enforce the speed limit in the construction zone, in accordance with Caltrans' Construction Zone Enhanced Enforcement Program.

Traffic Detours

There are thirteen detours planned during construction. The closures and detours are described in Table 1-1.

Table 1-1. Construction Road Closures and Detours

Detours	Closure	Detour Route
Stage 1	Westbound SR 20 from north of 9th/E to east of 10th/F, including intersection of 10th/E.	Westbound traffic detoured to eastbound side through curve. Requires construction of temporary cross over on 10th St between F & G Streets. Two lanes crossover through intersection of 9th/E, and cross back between F and G streets. Eastbound traffic detoured right at I St., south to 9th St., and east on 9 th St. to 9th/E.
Stage 2	Eastbound SR 20 from north of 9th/E to east of 10th/F	Eastbound traffic detoured right at I St., south to 9th St., and east on 9th St. to 9th/E.
Stage 3	Intersection of 9th/E, south to a point between the two driveways of motel 6	SR20 eastbound detoured at I St. south to 8th St., and then east to E St. Between F and E Streets 8 th . St. would be one-way eastbound. At E street proceed either straight (on detour) or right (heading south). Northbound traffic to Yuba City would detour right at 8th St. and east to D St. From there, north to 10 th St., and left onto 10 th St. into Yuba City. 8 th St. between E and D Streets is one-way eastbound, D between 8 th St. and 10th St. is one-way northbound. Northbound traffic going to SR20 east or SR70 north would use 3rd St. detour to B St. and north to 9 th St. Westbound traffic on SR 20 to Yuba City would detour right at D St. (joining with northbound detoured traffic). Traffic from SR20 east to SR70 south would use 7th St. detour. From SR70 to the north, traffic would use 14th-E st. detour to Yuba City, or 7th St. detour to head south.

Detours	Closure	Detour Route
Stage 4	Southbound half of E St., from Motel 6 driveway to north of 6th St.	Southbound traffic would crossover to northbound lanes of E St. straight to 6 th St., crossing back between 6th and 5 th Streets. Left turns allowed at 8th and 7 th Streets. The modified 3rd St. detour would detour northbound E St. traffic to B St., north to 9 th St., and then either north or west to continue their trip. 14th-E St. detour would handle traffic from SR70 north to Yuba City.
Stage 5	Northbound half of E St., from Motel 6 driveway to north of 6th St.	Right turns allowed at 8th and 7 th Streets. The modified 3rd St. detour would detour northbound E St. traffic to B St., north to 9 th St., and then either north or west to continue their trip. 14th-E St. detour would handle traffic from SR70 north to Yuba City.
Stage 6	Eastbound half of 9th St., from east of 9th/E St. to west of 9th/B Streets	Eastbound traffic would run on westbound side of 9th St., left turns allowed at D St. Westbound traffic would use the modified 7th St. detour between B and E Streets.
Stage 7	Westbound half of 9th St., from east of 9th/E Streets to west of 9th/B Streets	Right turns allowed at D St. Westbound traffic would use the modified 7th St. detour between B and E streets.
Stage 8	Southbound half of B St., from north of 10th/B Streets to south of 9th/E Streets	Local traffic only allowed east of D St. on 9 th St. B St. channeled to 1 lane (no stops) northbound and southbound on the Northbound half of B St. Right in-Right out allowed at 10 th St. to East. No turns allowed at 9 th St.: emergency MFD access only at 9 th St.
Stage 9	Northbound half of B St. from middle of 9th/E Streets to north of 10th/E Streets	B St. channelized to 1 continuously flowing lane each direction on southbound side of street around corner to 9 th St. to the west. One right turn only lane from eastbound 9th St. to southbound B St.. Alley east of and parallel to B St. open only for emergency MFD access. B St. closed northbound closed at 9 th St., local traffic should detour to Yuba St. at 8 th St. (turning left) or 7th St.(turning right).
Stage 10	Complete closure B St. from south of 12th/E Streets to north of 10th/E Streets	Highway traffic diverted east on 12 th St. and 10th St. to Yuba St. Yuba St. remarked to 4 lanes north-south in this area. Temp signals installed at 12th/Yuba Streets and 10th/Yuba Streets. Traffic from north to Yuba City use 14th-E St. detour. From Yuba City to SR70 north use F St. detour.
Stage 11	Northbound lanes of B St. from south of 12th/E Streets to 300ft. north of 12th/E Streets	Detour at Yuba St. from stage 11 in place. B St. 1 lane each direction on southbound side. Traffic from SR70 north to SR20 east use Yuba St. detour, and vice versa. Trips from SR70 north to Yuba City use 14th-E Streets detour, reverse trips use 14th-F Streets detour. Local traffic only allowed between B St. and Yuba St. on 12 th St.
Stage 12	Southbound lanes of B St. from south of 12th/E Streets to 300ft. north of 12th/E Streets	Detour at Yuba St. from stage 11 in place. B St. 1 lane each direction on northbound side. Traffic from SR70 north to SR20 east use Yuba St. detour, and vice versa. Trips from SR70 north to Yuba City use 14th-E Streets detour, reverse trips use 14th-F Streets detour. Right turns for local traffic only allowed at 12th/B Streets, and between B St. and Yuba St. on 12 th St.

Detours	Closure	Detour Route
Stage 13	Truck detour	For the truck detour, southbound traffic from SR 70 would divert onto 12th St. at the intersection of 12 th and B Streets, turn south onto Ramirez St., and continue straight onto Simpson Lane, leaving Marysville over the Yuba River and into Linda. Trucks would then turn right onto Hammonton-Smartsville Road and right again at North Beale Road. From North Beale Road, trucks would turn left at Feather River Boulevard and continue south on SR 70 at the Feather River Boulevard interchange. This detour is largely the same for traffic originating from the east on SR 20. Northbound truck traffic destined for the north or east would divert from SR 70 onto the Lindhurst Avenue and follow Lindhurst north to North Beale Road. Traffic would turn right onto North Beale, and from this point the detour is identical to the southbound detour onto Hammonton-Smartsville and Simpson Lane. This detour does not address traffic coming from or destined for Yuba City.
7th St.		7th St. modified to on-way westbound from B St. to E St.
3rd St.		3rd St. modified to one-way eastbound from E St. to B St.
14th - E St.		Westbound on 14th to E St., south to 10th, right at 10 th St.
14th - F St.		Northbound from 10th/F Streets to 14th/F Streets, east to 14th/B streets.

This project has two categories of detours, short term and long term.

Short term detours are put in place for essentially 1 stage of construction.

Long term detours are used for multiple stages. Most of these will be marked for the duration of the construction season, and detour signs covered and uncovered as appropriate for traffic needs of that current stage.

The proposed truck detour largely runs on established truck routes through the town of Linda, thereby skirting Marysville. Two intersections may require sign control; the intersection of 18th and Ramirez Streets would be converted from an all-way stop to a temporary two-way stop, with flaggers during school hours. The intersection of 24th and Ramirez Streets is a T-intersection, and the stop configuration may need to be altered. In addition, the detour access at 24th St. and SR 70 is a T-intersection that may need to be temporarily signalized.

For the truck detour, southbound traffic from SR 70 would divert onto 12th St. at the intersection of 12th and B Streets, turn south onto Ramirez, and continue straight onto Simpson Lane, leaving Marysville over the Yuba River and into Linda. Trucks would then turn right onto Hammonton-Smartsville Road and right again at North Beale Road. From North Beale Road, trucks would turn left at Feather River Boulevard and continue south on SR 70 at the Feather River Boulevard interchange. This detour is largely the same for traffic originating from the east on SR 20.

Northbound truck traffic destined for the north or east of Marysville would divert from SR 70 onto the Lindhurst Avenue and follow Lindhurst north to North Beale Road.

Traffic would turn right onto North Beale Road, and from this point the detour is identical to the southbound detour onto Hammonton-Smartsville and Simpson Lane.

In 2010, a series of 12-hour truck classification counts were conducted from 6:00 a.m. to 6:00 p.m. at several intersections. Several varieties of truck traffic were present, including recreational vehicles, logging trucks, single and double trailer fuel carriers, garbage/recycling collection and transfer trucks, box trucks carrying local agricultural goods, double trailer belly dump trucks from local mines and gravel pits, various commercial long haul outfits, local delivery and parcel trucks, utility, highway, and railroad maintenance vehicles, small business light trucks with trailers, and others. Based on guidance from the TMP unit, it is expected that the majority of diverted trucks would be long distance carriers with destinations other than Marysville and would tend to be large, five-axle rigs and not smaller two- and three-axle trucks. A majority of trucks making short east-to-west trips or making deliveries in Marysville would use the detours, while long distance trucks would be advised through outreach and changeable message signs to use alternate state routes.

Also using guidance from the Caltrans TMP unit, it was estimated that roughly 25% of drivers would avoid the construction area or choose not to travel.

Alternatives

PROJECT ALTERNATIVES

Build (Action) Alternative

Due to funding constraints, the proposed build alternative would be divided into two phases. The phases would be constructed in stages using either “full-width, half-width, third-width roadway closures

PHASE 1: Phase 1 of this project is expected to take approximately three construction seasons. CRCP would be constructed along SR- 20 from the intersection of 10th St. and F St. to the intersection of 9th St. and E St., on 9th St. to the intersection with B St., and on B St to north of the intersection of 12th St. and B St. (Jct. Rte 20/70). CRCP would also be constructed on E St. from the intersection with 6th St. north to 9th St.

The main elements of work anticipated for the first season consist of constructing temporary traffic signals, performing utility relocations, constructing drainage systems/storm drains, removing asphalt concrete pavement and replacing it with hot-mixed-asphalt (HMA) pavement on appropriate temporary detours and state highway in preparation for switching traffic onto detour routes the following season. The main

elements of work anticipated for the second season consist of constructing temporary & permanent traffic signals, switching traffic onto temporary detours and constructing CRCP in segments in an effort to minimize excessive roadway closures and traffic disruptions. The CRCP pavement is planned to be constructed behind Temporary Barrier (Type K) or other Traffic Safety Devices. The main elements of work anticipated for the third season consist of completing the construction of the permanent traffic signal systems and overhead sign structures, constructing permanent sidewalks and curb ramps, completing drainage facility construction, implementing and constructing context sensitive landscape features, finishing roadway construction and installing final traffic signing and striping.

Traffic would be detoured in accordance with detour traffic management plans during the construction of the CRCP only. It is anticipated that only one temporary detour would be in place at a time in order to limit traffic disruptions within the City. The CRCP construction would require extended work shifts 24-hrs/day for consecutive work periods in some locations. It is expected that utility relocation work and drainage construction would be performed during daily shoulder closures or nightly lane closures and it is not expected that temporary detours would be needed for this work.

PHASE 2: This phase would construct CRCP along SR-70 are along 10th St. from the base of the 10th St. bridge east to F St. and along E St. from the base of the E St. Bridge to 6th St. In addition, traffic operational improvements on E St. at 3rd St. and 5th St., and along 10th St. from F St. to H St. would be completed.

Construction of Phase 2 would occur when funding becomes available.

No-Build (No-Action) Alternative

The No-Build Alternative would maintain the existing roadway conditions along SR-20 and SR-70 within the project area. No repaving improvements would occur. The existing asphalt concrete surface would continue to deteriorate, traffic buildup would continue at the intersection of 9th and B Streets, as well as the intersection of 12th and 9th Streets, and multiple curbs and sidewalks would remain out of compliance with the ADA.

This alternative would not meet the purpose of the project, which is to improve the condition and operation of the highway and to improve accessibility.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

None

Permits and Approvals Needed

No permits and other agency approvals are required for project construction.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- Coastal Zone
- Wild and Scenic Rivers
- Relocations and Real Property Acquisition
- Growth
- Farmlands/Timberlands
- Geology/Soils/Seismic/Topography
- Paleontology
- Natural Communities
- Wetlands and Other Waters
- Plant Species
- Animal Species
- Threatened and Endangered Species
- Invasive Species
- Environmental Justice

After construction, the proposed project will not result in air quality or noise impacts; however, temporary impacts for these two issues are discussed in the Construction Impacts section beginning on page 58.

Human Environment

2.1 LAND USE

Land use considerations include the rural and developed land in the project area, major existing land uses, parks and recreation facilities, developable land, development trends, and relevant land use plans and policies applicable to the project area.

Affected Environment

The city of Marysville is located in Yuba County, 40 miles north of Sacramento where SR-20 and SR-70 intersect. The city is flanked by the Feather River to the west and the Yuba River to the east. Most of the land within the city is developed, and the predominant land use is residential. The city's central business district is bounded by 9th St. to the north, E St. to the west, Chestnut St. to the east, and 4th St. to the south. Commercial services and professional offices are located around the central business district along SR 20 and SR 70. Industrial uses within the city are very limited. Yuba City (Sutter County) is located directly west of the city of Marysville across the Feather River and is served by SR 20 and SR 70 and the 5th Street Bridge. Beale Air Force Base is located southeast of the city of Marysville in Yuba County, and is also served by SR 20 and SR 70.

As detailed in the *City of Marysville 1985 General Plan Land Use Map*, major land uses adjacent to the proposed project route are varied, consisting of low-density commercial, institutional, and some residential uses. The proposed project route passes through the central city area and is predominantly surrounded by retail establishments, restaurants, small businesses, and institutional buildings. A large constructed lake and park (Ellis Lake) also is in the project area.

SR 20

On 9th St. between E and B Streets, there are several commercial businesses including Carl's Jr, 7-Eleven, Round Table Pizza, Quiznos, Cash Advance, Metro PCS, and Commercial Auto Sales. There are also several single family residences, an apartment building, a motel, and a Habitat for Humanity center. Lakeside Colonial Chapel funeral home is located on the corner of 9th St. and D St.

On 12th St. between B St. and Blue St., there are mainly commercial businesses on both sides of the street including Quickstop, Asian Cuisine, North Beale Mini Storage, H&S Automotive, Primetime Pizza, Floyd's Barber Shop, Sun Doughnut, Superstore Market,

and Jack's Tavern. The Yuba County Veteran's Affairs building is located on the corner of 12th and Yuba Streets. On 12th St. between Blue and Buchanan Streets, there are mainly single family residences. In addition, there are residences along 11th St., north of SR 20, and on F St. between 10th and 11th Streets. These residences would be within 500 feet of construction activity.

SR 70

In the southern portion of the project, along E St. (SR 70), small businesses are located on both sides of the highway. Businesses include Budget Inn, Jiffy Lube, Jimboy's Tacos, McDonalds, Subway, Han Mi Tae Kwon Do Karate Studio, Twin Cities Motorsports, Bank of America, Umpqua Bank, Chase Bank, Burger King, Jack in the Box, Motel 6, and Circle K. In addition, A Women's Friend Pregnancy Center is located on 616 E St., between 6th and 7th Streets.

On B St. between 9th and 16th Streets, commercial businesses include Pre Game Bar and Grill, Mr. Pickle's Sandwich Shop, Rabobank, Subway, Dollar Tree, and Rocky's Grill. Marysville Pet Hospital is located on 1530 B St. between 15th and 16th Streets, and Bryant Field is located on the corner of B St. and 14th St.. Vacant lots are located on the east side of B St. between 12th and 14th Streets. The nearest residential land uses to SR 70 include residences on Elm St. west of SR 70 and residences on Ellis Lake Court east of SR 70. These residences would be within 500 feet of construction activity.

According to the Marysville City Services Department, one construction permit has been issued for a car wash on SR 20 (B St. and 10th St.). Site work has already started, and construction is anticipated to end by spring 2011. As there are no other permits requested, potential for future residential or commercial development near the project site is limited.

Consistency with State, Regional, and Local Plans and Programs

Land use planning in the study area is governed by the *City of Marysville General Plan (1985)*. The *Yuba County 2030 Draft General Plan* is also described below. Regional transportation planning for the study area is generally conducted by the Sacramento Area Council of Governments (SACOG).

City of Marysville General Plan

Land use and development within Marysville is guided by the *City of Marysville General Plan (1985)*, which has not been updated as a whole since 1985. However, the

General Plan Housing Element was updated in 2003. The 1985 general plan serves as a long term guide for orderly growth and development for Marysville. It also forms the basis for zoning, subdivision regulation, and other planning decisions on the location, intensity, and design of public facilities and land use. The General Plan Land Use Map located on the City's website shows the various land use designations and locations in the city.

The 1985 General Plan Land Use Element describes the land use designations that appear on the City's land use diagram. In addition, the City of Marysville Zoning Map describes the various land use zones in the city. The majority of the project area is zoned as General Commercial and Community Business. Washington Square Park on SR 20 is zoned as Primary Open Space, and Marysville High School, located on SR 70 in the north portion of the project area is zoned a Secondary Open Space. The Circulation and Scenic Highways Element describes the existing circulation system and future needs.

Circulation and Scenic Highways

Goal:

To provide and maintain a safe and efficient system of streets, highways, and public transportation to service residents' needs, promote sound land use, and protect and enhance scenic highways.

Policies:

To maintain existing streets in a safe condition and require that new streets be built to city standards.

Yuba County General Plan

The County's current general plan was adopted in 1996. It is undergoing revision and most of the Draft 2030 General Plan is available for public review. Available general plan elements include the Community Development, Public Health and Safety, and Natural Resources elements. The Housing Element was adopted in 2008.

Circulation Element

1-CP: The County roadway system shall provide for the safe and efficient movement of goods as well as people.

21-CP: The County shall utilize the following Level of Service thresholds for roadways within the county:

- On County roads in urban areas and within specific/community plan areas, Level of Service “C” shall be maintained during the PM Peak Hour at signalized intersections. The procedures outlined in Transportation Research Board Transportation Research Circular No. 212 shall be used to establish peak hour level of service.
- On County roads in rural areas, Level of Service “C” shall be maintained. The procedures outlined in the most recent Highway Capacity Manual shall be used to establish peak hour level of service.
- On State highways, the level of service goals included in the adopted Yuba-Sutter Congestion Management Plan shall be maintained.

Metropolitan Transportation Plan

SACOG is the metropolitan planning organization responsible for developing the state and federally required metropolitan transportation plan (MTP) every 4 years in coordination with the 22 cities and six counties in the greater Sacramento region. The MTP is a 28-year plan for transportation improvements in this six-county region based on projections for growth in population, housing, and jobs.

Policies contained in SACOG’s MTP 2035 were reviewed to identify policies directly relevant to the proposed project. One relevant policy was identified, and the consistency of the proposed project with this policy is discussed below.

Strategy

Encourage and support Caltrans in seeking traffic management and safety improvements along with highway rehabilitation projects from the State Highway Operations and Protection Program. Ensure that both urban and rural needs are targeted.

The proposed project is consistent with this policy. The purpose of the proposed project is to improve and rehabilitate SR-20 and SR-70, which would target both urban and rural needs.

Environmental Consequences

The primary purpose of the proposed project is to rehabilitate the pavement along sections of SR-20 and SR-70 so that it has a longer life and can sustain heavy truck loads. The proposed project’s secondary purposes are to upgrade utilities and drainage where flooding has occurred in the past and to update sidewalks and curbs to comply

with ADA regulations. The proposed project would help ensure that SR 20 and SR 70 in Marysville are safe and efficient and that selected curbs and sidewalks meet current accessibility standards. The proposed project would be consistent with the City of Marysville's Circulation and Scenic Highway goals and policies, the Circulation Element of the Yuba County General Plan and the SACOG MTP 2035.

No permanent acquisitions or easements or temporary construction easements are required for the proposed project.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for land use.

2.2 COMMUNITY IMPACTS

Affected Environment

The city of Marysville is located in Yuba County, 40 miles north of Sacramento where SR-20 and SR-70 intersect. The city is flanked by the Feather River to the west and the Yuba River to the east. Most of the land within the city is developed, and the predominant land use is residential. The city's central business district is bound by 9th St. to the north, E St. to the west, Chestnut St. to the east, and 4th St. to the south. Commercial services and professional offices are located around the central business district along SR-20 and SR-70. Industrial uses within the city are very limited. Yuba City (Sutter County) is located directly west of the city of Marysville across the Feather River and is served by SR-20 and SR-70. Beale Air Force Base is located southeast of the city of Marysville in Yuba County and is also served by SR-20 and SR-70.

Although SR-20 and SR-70 both pass through the center of Marysville, the city is relatively small, development is limited and the community is highly cohesive. People in the project area generally identify themselves as residents of their community. Residents of this area are likely to see each other in businesses and public gathering places.

Environmental Consequences

Temporary impacts on community cohesion may occur during the CRCP portion of construction, which is anticipated to occur from 2011 to 2014.

The project is designed to rehabilitate an existing transportation facility rather than build a new one that may be viewed as a physical barrier or as dividing a community.

The project would also reduce flooding along the roadways, reducing inconveniences and delays to motorists. The sidewalk improvements would provide an even, paved surface for pedestrians. These improvements would result in better accessibility and support cohesion rather than detract from it.

Parking will be impacted during construction. Some on-street parking on E St. will be temporarily eliminated during project construction. Parking will also be temporarily eliminated on some parts of 3rd St. and B St. for the detour during the construction of E St. On-street parking is currently not allowed on other streets in the project area. There is a substantial amount of parking that will still be accessible on side streets and alleyways. On a typical day, parking lots in the project area are less than 70% full, which would also allow extra space for any lost street parking. Parking along detour routes may be eliminated during construction.

Several businesses may lose some access from the street when the adjacent roadway portion is reconstructed with CRCP and alternative access is available. In the project area, most driveways currently have off-street or back alley access. In the event that access is blocked on SR-20 or SR-70 for short-term driveway reconstruction, alternative driveway access points are available for the public. Additionally, the contractor will be required to provide convenient pedestrian access if any driveways are closed during construction.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance / Minimization Measures

- Access to driveways and cross streets would be maintained during construction.
- Pedestrian and bicycle access on city streets would be maintained during construction.
- Signs would be required to detour pedestrians and bicyclists when sidewalks are closed, and flaggers would be deployed to control multiple intersections and crossings to assist with the movement of pedestrians through construction zones.
- Extensive public outreach would also keep residents and businesses informed of construction work.

Mitigation Measures

No mitigation measures are required for Community Impacts..

2.3 ECONOMIC ENVIRONMENT

Affected Environment

Current Economy

The primary components of the Yuba County economic base are agriculture and related activities, military, retail trade, professional services (consisting primarily of health and educational services), construction and manufacturing.

Table 2-1 shows the various industries prevalent in Yuba County, and the corresponding sales and payroll data.

Table 2-1. Yuba County Economic Statistics for 2007

Industry Description	Number of Employer Establishments	Employer Sales, Shipments, Receipts, Revenue, or Business Done (\$1,000)	Annual Payroll (\$1,000)	Number of Paid Employees for Pay Period	Number of Nonemployer Establishments	Nonemployer Sales, Shipments, Receipts, Revenue, or Business Done (\$1,000)
Manufacturing	45	169,975	33,335	921	59	1,802
Retail Trade	126	423,597	34,982	1,522	352	15,852
Information	11	N/A	9,879	226	37	964
Real Estate and Rental and Leasing	37	20,505	2,601	121	198	10,171
Professional, Scientific, and Technical Services	71	–	–	–	380	12,276
Administrative and Support and Waste Management and Remediation Services	32	–	–	–	357	6,592
Educational Services	2	–	–	–	43	692
Health Care and Social Assistance	96	30,886	111,600	2,708	392	6,884
Arts, Entertainment, and Recreation	17	N/A	–	–	133	1,766
Accommodation and Food Services	85	52,440	13,991	1,055	51	1,668
Other Services (Except Public Administration)	54	33,872	9,900	250	491	12,213
– = Data not available.						
Source: U.S. Census Bureau 2007.						

Table 2-2 shows the various industries in Marysville, and the corresponding sales and payroll data.

Table 2-2. City of Marysville Economic Statistics for 2007

Industry Description	Number of Employer Establishments	Employer Sales, Shipments, Receipts, Revenue, or Business Done (\$1,000)	Annual Payroll (\$1,000)	Number of Paid Employees for Pay Period
Retail Trade	63	313,155	24,310	1,072,199
Information	7	–	8,997	199
Real Estate and Rental Leasing	12	4,402	807	55
Professional, Scientific, and Technical Services	33	18,597	7,286	161
Administrative and Support and Waste Management and Remediation Services	9	–	–	–
Health Care and Social Assistance	68	294,181	104,157	2,474
Arts, Entertainment, and Recreation	6	–	–	–
Accommodation and Food Services	54	30,886	8,028	626
Other Services (Except Public Administration)	32	–	–	–
– = Data not available on Census Bureau website. Source: U.S. Census Bureau 2007.				

Labor Force and Employment

According to the California Employment Development Department, Marysville has a labor force of 6,500 as of October 2010. Of those 6,500 people, approximately 5,500 were employed and 1,000 were unemployed. The unemployment rate in Marysville as of October 2010 was 15.1%. Marysville’s unemployment rate is slightly lower than the overall unemployment rate for Yuba County, and higher than the state as a whole (California’s current unemployment rate is 12.0%). Yuba County has a labor force of 28,000 with 23,100 employed. Approximately 5,000 are unemployed, and the unemployment rate as of October 2010 was 17.8%. The unemployment rate is influenced by the fact that many of the county’s agricultural related jobs are seasonal.

Tax Revenue

The project site lies within the jurisdiction of the City of Marysville. Therefore, privately owned properties within the project area generate property tax revenues that are allocated to the City, school districts, and special districts. (Government-owned

properties generally are not subject to property taxes.) Table 2-3 shows the taxable sales for Marysville and for Yuba County for the third quarter of 2009.

Table 2-3. Taxable Sales in Marysville and Yuba County, Third Quarter of 2009

Marysville	Taxable Sales (\$1,000)
Retail and Food Services	\$26,887
Total all Outlets	\$36,723
Yuba County	
Retail and Food Services	\$70,009
Total all Outlets	\$115,772
Source: State Board of Equalization 2009.	

Environmental Consequences

Temporary Construction-Related Economic Effects

Temporary Effects on Businesses from Delays and Road Closures during Construction

Implementation of the proposed project could result in both positive and negative economic effects in the project area. Temporary construction-related economic effects include potential impacts on businesses from temporary nuisances such as construction noise and dust, delays and roadway closures, impacts on construction firms and suppliers benefiting from project construction expenditures, and effects on local sales tax revenues because of temporary changes in sales of taxable goods.

Effects on Tourism during Construction

Tourism is not a major part of the economy in Marysville. Most of the City's revenue is generated by residents and local businesses. SR-20 and SR-70 generally have heavy truck and commercial traffic, and tourists would typically drive through town to reach tourist destinations.

Effects on Construction Businesses

The proposed project could generate temporary economic activity, including purchases of goods and services required for construction and employment of workers needed for construction. This increased economic activity could also prompt secondary economic activity as construction-related business and employee income is redistributed in sectors throughout the local and regional economy.

The employment and income effects generated by construction expenditures would be spread over a 3-year period (2011 to 2014), although the construction periods may vary, and could be a beneficial economic effect.

Temporary Effects on Local Tax Revenues

Construction of project improvements could directly and indirectly affect sales tax revenues received by Marysville. During construction, effects on sales could be both positive and negative, with increased purchases of taxable construction materials by contractors and purchases of taxable goods by construction workers in restaurants, food stores, and hotels. The potential negative effects could be a decrease in taxable sales by local residents or travelers driving through town. None of these effects are anticipated to be large, and they would likely be offset by one another to some degree. The net temporary effect on tax revenues is anticipated to be minor.

Permanent Operational Economic Effects

Effects on Businesses as a Result of Improvements in Safety and Access

Decreased delays from reduced traffic queues at intersections and increased safety when accessing the businesses near these improvements would occur as a result of the proposed project.

Tax Revenue Effects

There would be no property acquisitions required during construction of the proposed project. No permanent property tax revenues would be lost as a result of the project.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance / Minimization Measures

- Road closures and the resulting impacts to business access will be minimized as much as possible.

2.4 PARKS AND RECREATION FACILITIES

Affected Environment

Parks and recreation areas located in the vicinity of the project area include community and neighborhood parks, as well as recreational activities on the Yuba and Feather

Rivers. Community parks include Ellis Lake Park, East Lake Park, Bryant Field, and Beckwourth Riverfront Park.

Ellis Lake Park

Ellis Lake Park is a constructed lake surrounded by sidewalks and greenery. It is the size of 10 city blocks and is the largest park in the city. The park borders are 9th St. to the south, D St. to the west, 14th St. to the north, and B St. to the east. Park activities include fishing, pedal boating, walking, and bird watching.

East Lake Park

East Lake Park, located on Yuba St. between 14th and 16th Streets, includes play equipment, picnic facilities, and sports fields.

Bryant Field

Bryant Field is located on the corner of 14th St. and SR-70. It is a baseball stadium owned by the City of Marysville and is home of the Marysville Gold Sox Baseball team. The facility has seating for 3,000 people. The Gold Sox play at their home field late May through August.

Beckwourth Riverfront Park

The City's Beckwourth Riverfront Park is located on Bizz Johnson Drive adjacent to the Feather River. Amenities include a nature area, a picnic area, sports fields, a boat launch, and an off-highway vehicle (OHV) motocross track.

Neighborhood Parks

There are eight neighborhood parks in the City of Marysville, but none of them are located within 500 feet of the project vicinity, therefore they are not described.

Environmental Consequences

Impacts on Public Parks and Recreation Facilities

Ellis Lake Park

No actual construction activities would occur on the Ellis Lake park property. Construction-related noise would occur adjacent to the park; however, this would be temporary and short-term. In addition, this park is surrounded by urban roadways on all sides, and is subject to heavy traffic and truck traffic noise on a typical daily basis.

No acquisitions of any permanent right-of-way or temporary construction easements are required in the park. In addition, access to the park would be maintained at all times during construction activities.

Bryant Field

Access to the park would be maintained at all times during construction activities. The activities at the park would remain unaffected due to the project construction.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for parks and recreation facilities.

2.5 UTILITIES/EMERGENCY SERVICES

Affected Environment

Utilities

The Pacific Gas and Electric Company (PG&E) provides electrical and gas service in the study area. The California Water Service Company provides water service, while the City of Marysville provides storm drain and sanitary sewer services. Comcast Corporation provides cable services, and AT&T provides telephone service. Typical utilities in the project area include overhead and underground telephone cables, cable and electrical wires, fiber-optic cable, pull boxes/pedestals associated with the aforementioned utilities, and water, sewer and gas lines.

Emergency Services

Law enforcement services in the vicinity of the project area are provided by the Marysville Police Department from its location at 316 6th St. in Marysville, the Yuba County Sheriff's Department from their location at 215 5th St. in Marysville, and the California Highway Patrol from their location at 1619 Poole Blvd. in Yuba City.

The Marysville Fire Department provides fire protection services throughout the city from its location at 107 9th St.. There are four daily personnel on duty, including one battalion chief, one fire captain, and two fire apparatus engineers. There are also 15 volunteer fire fighters.

In addition to the law enforcement and fire protection services described above, emergency medical services are available to residents of the project area at Rideout Memorial Hospital on 726 4th St. in Marysville.

Environmental Consequences

Utilities

Water, electrical, communication, and possibly gas lines may be relocated from underneath the center of the street to possibly underneath sidewalks and curbs. Overhead power and communication lines along 10th St. are anticipated to remain overhead. There may be times when services are briefly interrupted to perform work; the duration of such disruptions would be kept to a minimum.

Emergency Services

For construction work, the following emergency service providers would be notified by Caltrans prior to any temporary lane closures on SR 20 and SR 70.

- City of Marysville Police Department
- City of Marysville Fire Department
- California Highway Patrol
- Yuba County Sheriffs Department
- Yuba County Office of Emergency Services
- Rideout Memorial Hospital

The planned detours may slightly delay emergency response times during construction periods, but not significantly. Accordingly, the proposed project would not affect the ability of public service providers to access SR-20 and SR-70 during these periods.

Under operational (post-construction) conditions, the proposed project could benefit the provision of public services in the study area, including law enforcement, fire, and

emergency services, because existing emergency service provider routes would be enhanced by project improvements, including circulation and drainage improvements.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance / Minimization Measures

- Caltrans would coordinate with the utility providers before relocation of any utilities and lines to ensure that potentially affected utility customers are notified of potential service disruptions before relocation.
- Construction contractors would be required by Caltrans to expedite the passage of emergency service vehicles through active work zones at all times.

Mitigation Measures

No mitigation measures are required for Utilities/Emergency Services.

2.6 TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

Regulatory Setting

Caltrans gives full consideration to the safe accommodation of pedestrians and bicyclists during the development of highway projects. It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

Caltrans is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

Affected Environment

Highway 20

SR-20 east of US 101 is part of the California Freeway and Expressway System, although it is mostly a two-lane surface road. All of SR-20 is on the Interregional Road System, a highway system that connects major economic centers of the state, and has

been selected by Caltrans as a High Emphasis Route and Focus Route from US 101 to SR-29 and SR-53 to Interstate 80, with the designated corridor following SR-29 and SR- 53 around the south side of Clear Lake.

SR-20 crosses SR-99 west of central Yuba City, and runs east through northern Yuba City to the Feather River, which it crosses on the 10th St. Bridge into Marysville. Within the central part of that city, SR-20 makes several turns, first turning south from 10th St. onto E St., then east on 9th St. (overlapping SR 70), north on B St., and east on 12th St. (splitting from SR-70). The highway exits Marysville to the northeast, paralleling the Yuba River on its north side as it enters the foothills of the Sierra Nevada.

Highway 70

SR-70 begins at a partial interchange with SR-99 north of Sacramento, close to the Feather River Route rail line that parallels the entire highway. Just north of the Bear River crossing /Yuba County line, in Plumas Lake, SR-70 becomes a freeway, which continues to just beyond the Yuba River in Marysville. Within Marysville, SR-70 makes two turns and overlaps SR-20 before leaving to the north as a two-lane road.

Transit Facilities and Services

Bus transit service in Marysville is provided by Yuba-Sutter Transit. Six local routes provide service to Yuba City, Marysville, Linda, and Olivehurst, and buses operate every 30–60 minutes. The Sacramento Commuter Express offers commute hour service between Marysville, Yuba City, Olivehurst, and Plumas Lake to downtown Sacramento. The Sacramento Midday Express offers late morning, noon, and early afternoon service weekdays between Yuba City/Marysville and downtown Sacramento.

Yuba-Sutter Transit also offers three rural routes: Foothill, Live Oak, and Wheatland. The Foothill Route offers two round-trips every Tuesday, Wednesday and Thursday from Brownsville, Oregon House, Willow Glen and Loma Rica to Marysville and most points in between. The Live Oak Route offers two round-trips every Monday, Wednesday, and Friday from Live Oak to Yuba City and Marysville. The Wheatland Route offers two round-trips each Tuesday and Thursday from Wheatland to Linda and Marysville.

School Bus Routes

The Marysville Joint Unified School District runs 37 school bus routes that run between 5:45 a.m. and 4:45 p.m. Routes that could temporarily be affected by construction of the proposed project are as follows.

- SR 70 / B St. from E 24th St. to 1st St.
- SR 70 / B St./ SR 20 / 9th St. to SR 70 South.
- SR 70 from E 24th St. To Old State Highway North.
- SR 20 / 12th St. to Marysville Road.
- Route to Yuba City traveling SR 20 over 10th St. Bridge morning and evening.

Bicycle and Pedestrian Facilities

There is no bikeway system in Marysville. Bike lanes are marked on some side streets and there are some shared-use trails, but they are not easy to find. The facilities are disconnected and do not create a complete network. Some bicyclists use sidewalks, which creates conflicts with pedestrians. Other cyclists share travel lanes with vehicles.

As SR-20 and SR-70 pass through Marysville, they become the major downtown arterials. The large trucks and heavy traffic volumes discourage walking and bicycling along these corridors. Furthermore, these corridors have little or no landscaping or accessibility compliant with the ADA. Some sidewalks are broken or uplifted. As a result, potential pedestrian and bicycle access between the historic downtown, parks, and other neighborhoods is severely restricted.

Pedestrian crossings are located at four major streets: 9th St., 10th St., B St., and E St. On 9th St., there are four-way pedestrian crossings at the intersections of 9th and G St., F St., and D St., and a signalized crossing at the intersection of SR 70. On 10th St., there are signalized crossings at the intersections of H St., G St., and F St. On B St., there are pedestrian crossings at every intersection from 2nd St. to 8th St.. There are signalized crossings at the intersections of B St. and SR-20, 10th St., SR-70, and 14th St. On E St., there is a four-way pedestrian crossing at the intersection of 14th St. and signalized crossings at the intersections of 9th St. and 5th St. There are also two-way crossings at the intersections of 3rd St. and 4th St.

Parking

In 2005 an inventory of existing parking supply was taken for the Marysville Downtown Parking Plan. Parking supply was segregated as public on-street, public off-street and private off-street parking categories. In aggregate, the downtown contains a total of approximately 3,300 parking spaces. Of this total, approximately 1,700 are in privately-owned lots, and approximately 1,600 are on-street and off-street public parking spaces. Currently on-street parking is permitted along E St. and 12th St., but it is not permitted along the other streets in the project area. Several businesses have driveways that front directly onto SR-20 or SR-70.

Environmental Consequences

Implementation of the proposed project would result in both temporary and permanent changes in access and circulation.

Temporary Construction-Related Access and Circulation Impacts

The proposed project would result in delays of varying lengths for motorists on SR-20 and SR-70, temporarily limiting access and affecting regional circulation. Traffic controls and delays anticipated for the proposed project would be specified in the traffic management plan (TMP). TMPs are evolving documents that are periodically modified as the project development process proceeds and new/refined project-related information becomes available. The TMP for the proposed project, which may continue to be updated up to and even during the construction phase, would establish the applicable restrictions on delays, hours of closure, maximum length of delays and closures, and number of closures allowed within a set distance. At the time of construction, the actual closure and delay lengths and hours used for closures would be determined by the construction contractor and submitted to Caltrans for approval.

Construction could disrupt access to residences and businesses because of roadway construction and delays. Caltrans would provide information to residents and businesses before and during project work that may adversely impact commerce and travel surrounding the zone of construction. Access to side roads and residences would be maintained at all times, although residents could experience delays while construction is occurring. Implementation of these TMP measures should reduce potentially negative access impacts on residential and business properties in the study area.

Project construction could temporarily block access to driveways located within the project limits. Additionally, traffic queues caused by construction delays could block

driveways or roads beyond the construction limits. These potential access effects are critical to businesses in the study area, particularly the commercial businesses located along SR-20 and SR-70. Along E St. there are seven driveway locations with potential ingress/egress impacts. Along 9th St., 10th St., B St., and 12th St. there are 8 potential locations with ingress/egress impacts.

These potential impacts, however, would be largely limited by access requirements that would be included in agreements with contractors used to construct the project improvements. Caltrans' Standard Specifications require the contractor to maintain "convenient access" to driveways. Typically, the contractor and Caltrans work with property owners, business owners, and residents to ensure that continuous access is provided, with information provided to businesses and residents before and during project work concerning construction activities that could negatively affect travel surrounding the construction zone.

Delays in access to specific businesses would not occur throughout the entirety of project construction, but solely during the limited time that construction is occurring on the portion of the highway that provides access to each affected parcel. With the implementation of a TMP, which would reduce these impacts, impacts on local businesses are not expected to be substantial.

Permanent Beneficial Operational Access and Circulation Effects

The permanent effects of the proposed project on existing and future access and circulation in the study area are anticipated to be beneficial. The proposed improvements would increase the longevity of the pavement, improve drainage, improve circulation, and bring sidewalks and curbs into compliance with ADA regulations. The proposed project is not expected to increase traffic volumes on SR-20 or SR-70.

The proposed project is not expected to have any adverse effects on the transit system in Marysville or Yuba County. The traffic operations improvements are expected to improve circulation, and the sidewalk work would improve pedestrian access, both of which would be beneficial effects.

Pedestrian and Bicyclist Effects

Caltrans is committed to carrying out the ADA by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public would be provided to persons with disabilities.

For bicyclists commuting or whose destination may be one of the businesses or residences along SR-20 and SR-70, travel time could be increased temporarily during construction. Although there currently is no information on how much, if any, local business patronage is from bicyclists, it is unlikely that a large number patronize many of the existing businesses due to the current lack of bike lanes throughout the city.

In addition, the contractor would be required to provide convenient access to pedestrians and bicyclists at cross streets. Signs would be required to detour pedestrians and bicyclists when sidewalks are closed, and flaggers would be deployed to control multiple intersections and crossings to assist with the movement of pedestrians through construction zones. Extensive public outreach would also keep residents and businesses informed of construction work.

The proposed project would upgrade curb ramps and sidewalks to ADA standards where feasible within the project limits; this would constitute a beneficial impact on pedestrians.

Parking Impacts

Construction of improvements is anticipated to temporarily displace street parking along the section under construction. There would be a temporary loss of parking along E St. and 12th St. during construction. Parking along the detours would be eliminated during construction but would be allowed after construction. However, according to a parking survey conducted in 2005 there are ample off-street options available in the City. In addition, because of the short duration of the displacement and the relatively small number of spaces that would be displaced, the impact on the public is expected to be minor. However, this loss of parking, though temporary, could prevent normal operations and may result in minor inconveniences to the local business owners as well as patrons. Construction and operation of the proposed project would have no permanent effects on parking in the study area.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance / Minimization Measures

- The contractor would be required to minimize any access delays to driveways or public roadways within or near the work zones.

- Advanced notice and coordination with school officials would be included in the proposed project's TMP and would minimize any potential temporary impacts to schools.
- During construction, pedestrians and bicyclists could be affected by temporary lane closures or other roadway use restrictions and the presence of construction workers, vehicles, and materials. Providing safe detours at key points in the construction cycle would keep pedestrians and bicyclists safe during construction. Caltrans would require construction contractors to sweep shoulder areas frequently to keep these areas obstacle-free, as well as provide safe detours for pedestrians and bicyclists to minimize any construction safety issues or inconveniences.

Mitigation Measures

No mitigation measures are required for Traffic and Transportation/Pedestrian and Bicycle Facilities.

2.7 VISUAL/AESTHETICS

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities.” (CA Public Resources Code Section 21001[b])

Affected Environment

The overall urban setting and design of the project area lacks unity throughout the streetscapes of the propose project area. There are a few features within the streetscape setting that should be preserved and capitalized upon, such as the street trees. These features do add to the visual quality of the area.

The existing condition of the phase-one portion of the proposed project is a four-lane conventional urban arterial. A portion of this route serves as a “Main Street” facility for downtown Marysville. The route as it travels through the urban area consists of a combination of short city blocks with signalized intersections.

The land use is predominantly commercial and small business development. Along this section of roadway there is some residential, but it is sparsely distributed. Most of the

residential development is off the main corridor on the secondary roads and side streets of the area. This type of urban design is prevalent throughout the proposed project area.

The existing condition of the phase-two portion of the proposed project is a four-lane conventional urban arterial. It too has similar characteristics as seen in the phase-one portion of the project: an urban area consisting of city blocks with signalized intersections and a land use that is predominantly commercial and small business development with sparsely located residential. Most of the residential single family homes and apartments are off the main corridor on the secondary roads and side streets of the area.

The overall visual quality of the phase one portion of the project would be considered moderate due to the benign neglect that is prevalent along the highway corridor. There is very little unifying character to the region. There are a few street trees but most of the area lacks landscaping or vegetation.

Ellis Lake provides the community with valuable open space which complements the visual aesthetics of the area. The existing street trees that border the east side of the lake along B St. provide a valuable visual resource to the streetscape of SR-70 (B St.). This row of trees provides a vividness and unity to the visual quality to the area.

Several camphor and ornamental pear trees along E St. help to soften the urban setting of the commercial district. The camphor trees are quite mature and established. The most notable of the camphor trees is one that exists on the west side of E St. between 7th and 8th St. This particular tree is threatened by the proposed street improvements.

The ornamental pear trees are younger and not quite as large. They most likely have been planted within the last ten years. Both of these species of trees add to the urban design of the area. They are a visual resource.

There are no State Scenic Highway designations within the project limits.

The viewers of the highway facility are predominantly from motorist traveling through the area. The view-sheds are limited by the urban development and commercial buildings that line the street.

Motorists do have a view of Ellis Lake while traveling along 9th and B Streets. The east side of the street lacks the urban design that complements the aesthetics of the area.

Two general viewer groups were considered, those with views from the road and those with views of the road.

The viewers along SR-70 and SR-20 are primarily in motor vehicles and trucks which consist primarily of commuters, business owners and operators, and truck drivers transporting goods. For viewers travelling the highway facility through the project area, distant views are generally restricted due to the urban development along the route. The highway corridor is viewed from an elevated perspective as the motorist approaches the central business district traveling north from the Yuba River Bridge.

The view of Ellis Lake is most notable for viewers travelling along B St. in either direction as the Lake is visible on the west side of the highway corridor. The views on the east side of the corridor consist of primarily single story commercial development that includes auto parts stores, gas stations and discounted retail establishments. Motorist traveling along 9th St. also have views of Ellis Lake to the north and commercial-retail development on the south side.

The awareness of visual resources by these highway users is expected to vary with their specific activity. In general, highway users in vehicles would experience the area as a cumulative sequence of views and may not focus on specific roadway features. Local residents and business owners are the most sensitive to aesthetic issues due to their familiarity as well as their personal investment in the area.

In addition to the roadway users, others may see the road project or any of its components from off-site locations. In the case of this project, the number of people with views to the specific project location would consist of pedestrians walking along the sidewalks, people frequenting the shops and businesses located nearby and some residents of the area.

Environmental Consequences

The visual impacts caused by the proposed project would consist primarily of the tree removal along E St. Upon entering Marysville from the south a row of Sycamore trees along the east side of the 10th St. bridge would be removed in order to improve the pedestrian corridor that runs parallel to SR-70 and also several trees between 7th and 8th St. would most likely be removed by the street improvements. The elimination of the median and its vegetation along E St. (SR-20) would change the visual character of the area. The corridor would be opened up consequently increasing glare.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance / Minimization Measures

- All areas disturbed or used for staging of vehicles and equipment shall be hydro-seeded or restored to their prior condition upon completion of the project. For vegetated areas this can best be accomplished by re-contouring areas and applying erosion control (hydro-seed) if needed.
- The areas where trees are present should be protected in such a way as to reduce damage to the trees root systems. If trees need to be removed the area should be replanted after the roadway work is completed.
- Street trees should be replanted along the highway corridor's edge where it is feasible. The tree species would be determined by the landscape architect in coordination with the City of Marysville during the final design phase of the project.
- Context Sensitive Solutions should be implemented along the street corridor where feasible by constructing features that are visually pleasing and in keeping with the City of Marysville's long term goals for their Main Street theme development.
- In order to provide some unity to the streetscape and provide additional context sensitive solutions all support features for traffic lights, street lights and poles for traffic signs shall be consistent with the City's downtown streetscape design theme.
- Consideration should be given to design the curb reconstruction in a way that would protect tree root systems. In some cases, the curbs could be extended out into the parking lanes to allow the trees to continue to grow in a healthy manner. This would not only protect the trees, but would also protect the new curbs from being damaged as trees continue to grow.
- In keeping with the required standards of the ADA, the project should include crosswalks that use colored and textured materials that complement the urban design of the area. Ramps at the intersections should be colored so they stand out and are highly visible.

Mitigation Measures

No mitigation measures are required for Visual/Aesthetics

2.8 CULTURAL RESOURCES

Regulatory Setting

“Cultural resources” as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Caltrans went into effect for Caltrans projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to Caltrans. The FHWA’s responsibilities under the PA have been assigned to Caltrans as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet National Register of Historic Places listing criteria. It further specifically requires the Caltrans to inventory state-owned structures in its rights-of-way.

Sections 5024(f) and 5024.5 require state agencies to provide notice to and consult with the State Historic Preservation Officer (SHPO) before altering, transferring, relocating, or demolishing state-owned historical resources that are listed on or are eligible for inclusion in the National Register or are registered or eligible for registration as California Historical Landmarks.

Affected Environment

Caltrans cultural resources staff established an Area of Potential Effects (APE) for the proposed project, which encompasses the maximum limits of potential ground

disturbing construction activities as currently understood, including, but not limited to, all existing and proposed new rights-of-way, temporary construction easements, utility relocations, and equipment staging areas. Field surveys of the project APE were conducted in September 2010 and October 2010.

Archeological

Since excavation will occur under paved surfaces, efforts to identify cultural resources within the project's APE included: conducting a records and literature search at the North Central Information Center of the California Historic Resources Information System at the California State University at Chico; consultation with the Native American Heritage Commission, as well as local Native American tribes and individuals; consultation with local historic preservation interest groups and individuals, historical societies, and museums; monitoring of hazardous waste borings; and conducting extensive background research to come up with predicted property types and to assess project effects.

The results of the records searches and literature reviews indicated that a number of previous investigations have taken place in or around the current project excavation area. Although no known archaeological sites exist within the current project excavation area, several sites have been documented within several blocks of the project boundaries. Furthermore, the literature review indicated that at least five known ethnographic village locations are located within five miles of the current project location.

Historical

Caltrans staff conducted background research at the Yuba County Public Library, California Room, in Marysville; the North Central Information Center of the California Historical Resources Information System at the California State University at Sacramento; California State Library, California History Room; and the Yuba County Assessor and Recorder Offices. Where appropriate, Caltrans staff contacted local historians and residents to obtain property-specific information.

A records search and literature review was undertaken by Caltrans staff at the Office of Historic Preservation North Central Information Center at California State University, Sacramento for the Marysville to Oroville Freeway Project in 2000, which covered the current project area, and in 2010 specifically for the Marysville Pavement Rehabilitation Project. Pertinent USGS 7.5' and 15' topographic quadrangle maps were examined for locational and informational data on known archaeological and historical

resources in or around the current project area. Information regarding previous investigations was also acquired. Other resources consulted include the National Register of Historic Places (NRHP) and California Register of Historical Resource sites, California Points of Historical Interest, the California State Historical Landmarks, and the California Inventory of Historical Resources.

For background historical information, site information, historical maps, photographs, and ethnographic information, a number of sources were consulted. These included the California State University, Chico Merriam Library; the California State University, Chico Merriam Library (Special Collections); the Anthropology Library in the Archaeology Laboratory at California State University, Chico; the Yuba counties Recorder's Offices; the Yuba counties Assessor's Offices; the California Room at the Yuba County Library in Marysville; and the Butte County Library in Oroville.

The City of Marysville commissioned a city-wide survey of historic buildings in 1978, which resulted in the identification of numerous buildings in the project Area Of Potential Effect (APE) that are eligible for local listing or designation. Additionally, a portion of the project falls within the boundaries of the Marysville Historic Commercial District, which was surveyed in 1998 and listed in the NRHP in 1999. Nine of the buildings in the project APE are contributing elements of the District. Further, three of the buildings in the APE were previously determined individually eligible for listing in the NRHP.

Cultural resource studies for this project resulted in the identification of 32 improved parcels and one underground brick stormwater drainage pipe within the Area of Potential Effects (APE) for the proposed project. Nine of the parcels in the APE contain buildings that are exempt from evaluation under the terms of Attachment 4 of the Section 106 PA. Of the remaining 23 parcels, 12 contain buildings that were previously evaluated either as a result of the City-wide survey conducted in 1978 or as part of the National Register of Historic Places nomination form prepared in 1998. The previously evaluated buildings were field checked and update forms prepared to document any physical changes that might affect eligibility.

The remaining eleven parcels contained buildings that had not been previously documented and required evaluation as a result of this study. The buildings in the latter category were formally evaluated by Caltrans Staff in accordance with the implementing guidelines of Section 106 of the National Historic Preservation Act of 1966 (as amended), the Section 106 PA, and the California Environmental Quality Act (CEQA).

The following properties were previously determined *eligible* for listing in the NRHP and *are* historical resources for the purposes of CEQA:

Name	Address/Location	Community
Old Montgomery Ward	402-414 E Street	Marysville
Arnot Motor Co. Building	420 E Street	Marysville
PG&E Building	530 E Street	Marysville
Marysville Hotel	420-424 Fifth Street	Marysville
Commercial Building	513 E Street/ 431 Fifth Street	Marysville
State Theater	515 E Street	Marysville
Commercial Building	521-529 E Street	Marysville

For the purposes of this project, the E Street brick stormwater drainage pipe is assumed eligible for listing in the National Register of Historic Places as a contributing element of a potentially eligible larger resource, namely the 1895 Atherton drainage plan. Assumed eligibility is at the local level under Criterion A for its association with the drainage of the F Street Slough and other low-lying lands, which had City-wide implications in terms of growth and development. Caltrans staff has also evaluated the resource in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and considers the drainage pipe a historical resource pursuant CEQA, for the purposes of this project, as a contributor to the larger property, should it ever be determined eligible for inclusion in the California Register of Historical Resources.

The following property was previously determined eligible for local listing, but is *no longer eligible* and *is not* a historical resource under CEQA:

Name	Address/Location	Community
Municipal Swimming Pool	904 B Street	Marysville

* Building has been significantly altered since the original evaluation.

The following property was previously determined *not eligible* for listing in the NRHP, and *is not* a historical resource under CEQA:

Name	Address/Location	Community
First Church of Christ Scientist	630 E Street	Marysville

The following properties were determined *not eligible* for NRHP listing as a result of this study, and *are not* historical resources under CEQA:

Name	Address/Location	Community
Gigabytes Computer Store	615 Tenth Street	Marysville
Commercial building	718 Tenth Street	Marysville
Commercial building	714 Tenth Street	Marysville
Denny's	630 Tenth Street	Marysville
Motel 6	803 E Street	Marysville
Commercial building	524 E Street	Marysville
William Parks Residence	612 E Street	Marysville
George Voss Residence	616 E Street	Marysville
Divver Apartments	611 E Street	Marysville
Budget Inn	230 E Street	Marysville
Donald C. Bull Residence	330 Ninth Street	Marysville
Townhouse Motel	322 Ninth Street	Marysville
Apartment building	316 Ninth Street	Marysville
Eagle's Nest	132 Ninth Street	Marysville

All other properties present within the APE are exempt from evaluation in accordance with Attachment 4 of the Section 106 PA.

Environmental Consequences

Archaeological

Caltrans has determined that the proposed project has the potential to adversely affect previously unidentified archaeological resources located under the paved roadway through excavation for utility relocation, drainage rehabilitation and roadway construction. The potential for adverse effects is due to other archeological resources being found in the City of Marysville near the project area and the potential for finding similar resources under the roadway for finding similar resources under the roadway for the proposed project.

These resources will likely be important chiefly because of what can be learned by data recovery and have minimal value for preservation in place; therefore, Section 4(f) of the National Transportation Act does not apply to these resources.

Avoidance, minimization and/or mitigation measures would reduce potential effects to archeological resources to insignificance.

Historical

The proposed project would not directly impacts any buildings in the project area; however, it is likely that excavation and drainage upgrade work would impact the brick stormwater drainage pipe located underneath E Street. Caltrans is working with the SHPO on Determination of Eligibility and Finding Of Effects determinations for historic buildings and the brick stormwater drainage pipe. Caltrans expects that the potential impacts to the brick stormwater drainage pipe will not be adverse, as this structure has been highly modified over the years. Although the resource appears to be in remarkably good condition for its age, evidence of failing mortar and crumbling bricks document the fact that the resource is deteriorating. Additionally, there are numerous places where the original brick, primarily at the top of the pipe, has been replaced with new brick and, in some places, metal sheets have been added. Evidence of failed mortar appears throughout the pipe, and several piles of fallen brick at the bottom of the pipe are visible at the bottom of the pipe.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures

Archaeological

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be stopped until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact Caltrans District 3 Environmental Planning so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Historical

Caltrans and the State Historic Preservation Officer (SHPO) executed a Programmatic Agreement on May 17, 2011, which includes stipulations to address potential project affects on buildings, structures, objects, and archaeological sites that are listed, or have been determined eligible for listing, in the National Register of Historic Places. Minimization measures to avoid effects on built environment resources may include all or some of the following:

- The building faces would be protected by a minimum of one (1) inch thick foam board, which is generally used for insulation. The existing pavement would be saw-cut six (6) inches from the face of the buildings. Existing concrete or asphalt more than three (3) feet from the buildings would be broken using a backhoe with a jackhammer attachment or loader. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the buildings or attached features such as awnings.
- A hand-held hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building face. The broken concrete would then be removed by hand.
- Ride-on machinery could be used to compact the ground five (5) feet or more away from the building face. Hay bales would be stacked three rows high along the face of the building to a height of six (6) feet for work performed directly adjacent to and up to five (5) feet away from the building. A vibrator plate temper would be used to compact the material that is within five (5) feet of the building face, at which time the building face would be protected with a minimum one (1) inch thick foam board.
- Where a new concrete sidewalk would be constructed against the existing buildings, the concrete would be separated from the existing structures by a 0.5 inch fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. The existing buildings would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.
- Only perform the work that is necessary to complete the job when working on the brick stormwater drainage pipe.

Mitigation Measures

Archaeological

Caltrans and the State Historic Preservation Officer (SHPO) have signed a Programmatic Agreement (PA) that contains measures to account for the identification, evaluation and mitigation for effects to cultural resources that may be uncovered during construction activities. The PA would ensure that any significantly adverse effects of the undertaking are resolved by implementing an Archaeological Resources Management Plan and ESA Action Plan, as applicable.

Historical

No mitigation measures are required for historical issues.

Physical Environment

2.9 HYDROLOGY AND FLOODPLAIN

Regulatory Setting

Executive Order 11988 (Floodplain Management) directs all federal agencies to refrain from conducting, supporting, or allowing actions in floodplains unless it is the only practicable alternative. The Federal Highway Administration requirements for compliance are outlined in 23 CFR 650 Subpart A.

In order to comply, the following must be analyzed:

- The practicability of alternatives to any longitudinal encroachments
- Risks of the action
- Impacts on natural and beneficial floodplain values
- Support of incompatible floodplain development
- Measures to minimize floodplain impacts and to preserve/restore any beneficial floodplain values impacted by the project.

The base floodplain is defined as “the area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.” An encroachment is defined as “an action within the limits of the base floodplain.”

Affected Environment

The project is located in the Sacramento Valley and terrain is relatively flat, with surface elevations ranging from 70’ (NGVD ‘29) in the northeast corner of Marysville down to just under 55’ (NGVD ‘29) in the south.

Storm water sheet flows off the roadways to drainage inlets located along the existing curb, gutter and sidewalks throughout the City. Storm water is transported to City of Marysville trunk drainage systems and eventually is discharged to the Feather River via a storm water discharge facility through the Feather River’s east levee located at the north end of the City at Ellis Lake Court. A second drainage system trunk pipeline delivers runoff to a storm water detention pond located at the southwest corner of the City along F St. near the SR-70 Yuba River Bridge.

During periods when flows within the Feather and Yuba Rivers are high, water cannot gravity flow from the discharge points. During these periods surface runoff water is stored in Ellis Lake near the center of town and within the detention pond at the southwest end of town. A series of large volume pumps discharge accumulated runoff through/over levees into the rivers at each of the discharge locations.

A Floodplain Hydraulics Study was prepared to reflect the potential for floodplain impacts as a result of the project.

According to the Flood Insurance Rate Map (FIRM) for the incorporated area for the City of Marysville (Community Panel No. 060428 0005C dated August 10, 1982), this area is designated as being in Zone C. Zone C is defined as “areas of minimal flooding”

The City of Marysville is surrounded by levees that protect the city from high waters in the Feather River to the west of the city and the Yuba River to the south and east of the city. An additional levee adjacent to Jack Slough, along the north boundary of the city, prevents excess runoff and flood waters from entering the city from the area known as District 10 (referring to Reclamation District 10).

FEMA recently completed a new Flood Insurance Study (FIS) for the City of Marysville. Representative FIRMs for this FIS have also been prepared. These new FIRMS have an effective date of February 18, 2011. According to the new FIS and new FIRM Panel No. 060428 0340D, the floodplain within the entire project limits would be re-designated to FEMA Zone X (shaded) – Other Flood Areas. The FEMA description for Zone X (shaded) is “Areas of 0.2% [500 year] annual chance flood; areas of 1% [100 year] annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% [100 year] annual chance flood.”

Environmental Consequences

The proposed project would not encroach into a FEMA designated floodplain and would not increase drainage/runoff issues in Marysville.

There is no record of flooding in this area in the recent past in the files of the Caltrans District 3 Hydraulics Branch. There have been some very localized instances of storm water being retained on roadways within the project limits; however, this localized ponding is generally the result of clogged, damaged or inadequate drainage systems.

There are numerous drainage facilities throughout the limits of the project. These drainage systems are interconnected with City of Marysville drainage systems and storm drain trunk lines. Many of these drainage systems are in a poor state of repair or do not meet current drainage system standards. Drainage deficiencies in the project area would be corrected and localized flooding and ponding would be reduced or fully eliminated.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization and/or mitigation measures are required for Hydrology and Floodplain.

2.10 WATER QUALITY AND STORM WATER RUNOFF

Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act (CWA). The CWA, as amended in 1987, directed that storm water discharges are point source discharges. The 1987 CWA amendment established a framework for regulating municipal and industrial storm water discharges under the NPDES program. Important CWA sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge would comply with other provisions of the act.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.

- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (ACOE).

The objective of the CWA is “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters.”

State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)

California’s Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a “Report of Waste Discharge” for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires establishing Total Maximum Daily Loads (TMDLs). TMDLs establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWCQB are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

The SWRCB adopted Caltrans Statewide NPDES Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Caltrans rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a 5-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

In compliance with the permit, the Caltrans developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP describes the minimum procedures and practices Caltrans uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed Project would be programmed to follow the guidelines and procedures outlined in the 2003 SWMP to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

The U.S. EPA defines a Municipal Separate Storm Sewer System (MS4) as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, country, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the NPDES program, U.S. EPA initiated a program requiring that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- **Construction Activity Permitting**

Section H.2, Construction Program Management of Caltrans' NPDES permit states: "The Construction Management Program shall be in compliance with requirement of the NPDES General Permit for Construction Activities (Construction General Permit)". Construction General Permit (Order No. 2009-009-DWQ, adopted on September 2, 2009, would become effective on July 1, 2010. The permit would regulate storm water discharges from construction sites

that result in a DSA of 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 – 3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPP).

Caltrans Statewide NPDES Permit requires the Department to submit a Notice of Construction (NOC) to the RWCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. This process would continue to apply to Caltrans projects until a new Statewide NPDES Permit is adopted by the SWRCB. An NOC or equivalent form would be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with Caltrans' Standard Specifications, a Water Pollution Control Plan (WPCP) is used for projects with DSA less than 1-acre.

During the construction phase, compliance with the permit and Caltran's Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

Affected Environment

The project is located throughout downtown Marysville along SR-20 and SR-70 which is bordered by Jack Slough to the north, Feather River (lower) to the west and the Yuba River. Storm water sheet flows off the roadways to drainage inlets located along the existing curb, gutter and sidewalks throughout the City. Storm water is transported directly into the City of Marysville MS4 drainage system where it outlets into a concentrated flow downstream through a sediment basin then downstream into Jack Slough and eventually discharges to the Feather River located at the north end of the

City at Ellis Lake Court, through the Feather River's east levee. A second drainage system trunk pipeline delivers runoff to a storm water detention pond located at the southwest corner of the City along F St. near the SR-70 Yuba River Bridge

During periods when flows within the Feather and Yuba Rivers are high water cannot gravity flow from the discharge points. During these periods surface runoff water is stored in Ellis Lake near the center of town and within the detention pond at the southwest end of town. A series of large volume pumps discharge accumulated runoff through/over levees into the rivers at each of the discharge locations.

Jack Slough is a 2010 303(d) Listed water body that conflues with the Feather River which is also 2010 303(d) Listed and identified in the RWQCB Basin Plan.

Unless otherwise designated by the RWQCB, the Basin Plan states that all groundwater within the San Joaquin River and Sacramento River watersheds is considered as suitable or potentially suitable for municipal and domestic water supply (MUN), agricultural supply (AGR), industrial service supply (IND) and industrial process supply (PRO). The Central Valley RWQCB may make exceptions to these designations (see CVRWQCB Basin Plan).

The Basin Plan groundwater quality objectives for bacteria, chemical constituents, radioactivity, tastes and odors, and toxicity apply to all ground waters of the Sacramento and San Joaquin River Basins, as the objectives are relevant to the protection of designated beneficial uses. These objectives do not require improvement over naturally occurring background concentrations. The groundwater objectives contained in this plan are not required by the Federal Clean Water Act.

When determining the Receiving Water (RW) Risk for the current 2009-009-DWQ Construction General Permit (CGP) Caltrans must consider RW Risk as provided in Appendix 1 of the CGP for the List of Sediment Sensitive Watersheds and the GIS map of Sediment Sensitive Watersheds provided. The Watershed Characteristics would be determined by either directly or indirectly discharging into a 303d list for water body impaired for sediment; or has a USEPA-approved Total Maximum Daily Load Implementation Plan for sediment; or has the beneficial uses of COLD and SPAWN and Migratory. A project that meets at least one of the three criteria has a high receiving water risk.

Environmental Consequences

Potential project impacts were identified and evaluated based on the physical characteristics of the project area and the anticipated nature, scope, intensity and duration of proposed construction activities. Project soil disturbances would include the rehabilitation of SR-20 and SR-70 within the City of Marysville while excavating roadway sections and trenching for utility relocation.

Violation of Water Quality Standards

Rehabilitation of SR-20 and SR-70 through the City of Marysville may result in additional discharges of pollutants to receiving water bodies. Such pollutants could result in adverse changes to the water quality of local water bodies. However, with implementation of the policies and guidelines in the Caltrans Storm Water Quality Handbook: Project Planning and Design Guide, combined with Storm Water Pollution Prevention Plan (SWPPP), storm water, grading, and erosion control regulations, this impact would be less than significant.

Short-term Construction Impacts

Construction of the project would include minor vegetation removal, trenching and excavation activities within the project area which may result in increased sedimentation and erosion. If not properly controlled these pollutants may reach waterways or downstream water bodies which may result in impacts to water quality. Construction of the roadways would require excavation and drainage alterations. If not properly contained these activities could result in the accidental release of soil, petroleum products or other materials debris into waterways which could also impact water quality.

With adherence to NPDES requirements and other applicable water quality regulations short-term impacts to water quality standards would be considered less than significant.

Long-term Operational Impacts

While reducing the impervious area to the maximum extent feasible, the rehabilitation of the existing roadway at this time does not meet the thresholds for inclusion of Treatment BMPs defined in the Caltrans Project Planning and Design Guide. Until the SWRCB has updated and approved the new Caltrans NPDES permit which may require additional permanent treatment, the project adheres to NPDES requirements and other

applicable water quality regulations. Long-term impacts to water quality standards would be considered less than significant.

Interference with Groundwater Recharge or Substantial Depletion of Groundwater Supplies

Rehabilitation of SR-20 and SR-70 through the City of Marysville would result in a minimal amount of new vegetation that it is not anticipated to significantly impact groundwater recharge or supply. Construction activities may encounter groundwater contamination; however, adhering to Caltrans guidance and implementation procedures, combined and other regulatory agency requirements, this impact would be less than significant.

Short-term Construction Impacts

During construction activities including excavation and utility trenching; groundwater contamination may be anticipated as there are many monitoring wells and underground tanks within the vicinity of the project. Dewatering may be required during construction activities; however, this would not be expected to substantially impact groundwater supplies or groundwater recharge. Any construction activities including dewatering would obtain necessary NPDES permits to meet water quality regulations, therefore, short-term impacts to groundwater supply and recharge during construction would be considered less than significant pursuant.

Long-term Operational Impacts

Slight increases in the vegetative coverage are not expected to change groundwater conditions. The project area is relatively small and changes in impervious areas are not anticipated to create long-term impacts to the groundwater water recharge or supply, therefore, long-term impacts to groundwater supply and recharge would be considered less than significant.

Substantially alter existing drainage patterns, resulting in substantial increase in erosion or surface runoff and causing flooding

Rehabilitation of SR-20 and SR-70 through the City of Marysville would slightly alter existing drainage to updated new drainage inlets and culverts. This minor rework to improve drainage inlets and culverts may slightly increase discharge velocity. However, the upgrades would reduce potential backwater from the outdated drainage system. Updating the existing drainage should not substantially alter existing drainage patterns, increase erosion or surface runoff or cause flooding. Following Caltrans

guidance and implementation procedure, combined with current grading, erosion, and flood control regulations this impact is considered less than significant.

Short-term Construction Impacts

No in-water work is anticipated as the project directly discharges to the City's drainage system. However, during construction onsite drainage patterns could be temporarily altered. This could result in increased erosion and siltation on- and off-site site during wind or storm events. In addition, various materials would be stored onsite during construction including vehicles, equipment and other construction materials. Equipment fueling and vehicle maintenance (including washing) would occur in equipment staging areas. Storm water runoff from the site could potentially result in polluted runoff or other contaminants entering adjacent waterways.

Through the implementation of BMPs required for Caltrans plans, estimates, SSPs, guidance and procedures, NPDES permits and other applicable water quality regulations, short-term impacts related to drainage capacity and polluted runoff would be considered less than significant.

Long-term Operational Impacts

The project would update some of the deteriorating existing drainage system. These changes should not result in increased site runoff; these changes should help to restore efficiency of the drainage system. This is not expected to have a significant effect on the water quality into the City's drainage system through the levee.

Long-term impacts related to drainage capacity and polluted runoff would be considered less than significant.

Otherwise Degrade Water Quality

Rehabilitation of SR-20 and SR-70 through the City of Marysville may result in excess runoff, soil erosion, and storm water discharges of suspended solids and increased turbidity. Construction activities could mobilize other pollutants from project site and ultimately off-site drainage courses. Many construction-related waste discharges have the potential to degrade existing water quality or cause harm to aquatic organisms. However, adhering to Caltrans guidance and implementation procedures, combined and other regulatory agency requirements, this impact would be less than significant.

Short-term Construction Impacts

Many construction-related wastes have the potential to degrade existing water quality by altering the dissolved-oxygen content, temperature, pH, suspended-sediment and turbidity levels, or nutrient content, or by causing toxic effects in the aquatic environment. Project construction activities that are implemented without water quality control could violate water quality standards or cause direct harm to aquatic organisms.

Construction activities associated with altering dissolved-oxygen content, temperature, and pH would be due to but not limited to releasing of ponded water, removal of vegetation, storm water contact with fertilizers and concrete. However, the project should not pond enough water to change the City's drainage system temperature or alter the dissolved-oxygen before out flowing past the levee and into downstream waterways.

It is not anticipated that water quality impacts would result in degraded water quality as long as appropriate Construction Site BMPs are deployed during construction activities to avoid/minimize water quality impacts.

Potential storm water impacts include asphalt products, non-storm water, cleaning agents, sediment, fuel and vehicle fluids.

The SWPPP would control discharges of pH, suspended-sediment and turbidity and other pollutants through source controls and site planning measures of typical types of BMPs, therefore, short-term impacts would be considered less than significant.

Long-term Operational Impacts

At this time the project does not meet the thresholds requiring Treatment BMPs as defined in the Caltrans Project Planning and Design Guide. Until the SWRCB has updated and approved the new Caltrans NPDES permit which may require additional permanent treatment, the project adheres to NPDES requirements and other applicable water quality regulations.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures

- Temporary BMPs would be shown on engineering plans and implemented during construction activities to avoid erosion and sedimentation, prevent off site contamination by construction materials, reduce the pollutants in storm water discharges through construction, reduce storm water discharges from the

construction site and reduce impacts on water bodies once the project is complete.

- The general contractor performing the work would be responsible for preparing the approved SWPPP, constructing or implementing the BMP measures and regularly inspecting and maintaining the implementation plan.
- Construction BMPs would include Best Conventional Pollutant Technology (BCT)/Best Available Technology (BAT) requirements for construction projects.
- BMPs would be implemented for the project in adherence to all applicable NPDES requirements and other water quality regulations to minimize impacts to water quality.
- Standard Special Provisions (SSP) for Construction Site Management, Water Pollution Control and Relations with the Regional Water Quality Control Board will reduce the impacts of construction activities and prevent construction site runoff from entering adjacent waterways. The project SWPPP would also require the Contractor to identify the location and storm water protection of designated staging areas and would include specific requirements for equipment fueling, maintenance and storage processes.

Mitigation Measures

No mitigation measures are required for water quality.

2.11 HAZARDOUS WASTE/MATERIALS

Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order 12088, Federal Compliance with Pollution Control, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

Affected Environment

SR-20 and SR-70 within the project limits are two and four lanes with signalized intersections and turning lanes. Sidewalks are present along both sides of the highways with the exception of along SR-70 north of 9th St. adjacent to Ellis Lake. Planned highway improvements include pavement, drainage and sidewalk rehabilitation, lighting and traffic signal improvements, electrical upgrades and utility relocation. Planned excavation depths for pavement reconstruction may extend 2 feet into subgrade soil. Excavation required for lighting, electrical, traffic signals, utility relocation and drainage improvements may extend to maximum depths between 12 and 15 feet.

The relatively flat project area is located within the central portion of the Great Valley Geomorphic province at an elevation of approximately 60 feet above mean sea level. The nearest surface water is Ellis Lake on the west side of B St. north of 9th St., the Yuba River approximately ½ mile to the south, the Feather River approximately 1 mile west and Jack Slough approximately 1 mile to the north.

Local geology consists of a thick sequence of unconsolidated and interbedded alluvial sediments. Review of boring logs prepared for adjacent underground storage tanks release facilities indicates that subsurface conditions generally consist of sandy silt underlain by interbedded silt and sand layers with some gravel and clay layers to the maximum depth of explored 60 feet.

Preliminary Site Investigations (PSI's) conducted in September 2010 and in March 2011 did encounter fill soils which were generally comprised of roadway embankment fill, utility trench backfill, and undifferentiated fill containing thin layers of debris fill materials overlying natural alluvial deposits. The soil samples were analyzed for lead and total petroleum hydrocarbons (TPH). Elevated lead levels above California hazardous waste thresholds and gasoline-range petroleum hydrocarbons were not detected. Some locations contained elevated levels of diesel and/or motor oil-range petroleum hydrocarbons above 100 milligrams per kilogram (mg/kg). The presence of elevated petroleum hydrocarbons was attributed to the presence of asphalt concrete.

Arsenic and lead were detected in soil above commercial/industrial California Human Health Screening Levels (CHHSLs). Mercury and lead were further detected in soil above California hazardous waste thresholds but below Federal hazardous waste thresholds.

Environmental Consequences

The maximum estimated quantities of potential excess soil expected for project construction are listed below as cubic yards (CY).

Utility Relocation Excavation	4444.44	CY
Drainage Excavation	5491.04	CY
Electrical Excavation	82.57	CY
Structural Section Excavation	7555.56	CY
Sidewalk/ Curb and Gutter Excavation	1333.32	CY
Total	18906.93	CY

Excavated soil generated in areas identified with debris fill materials may contain elevated levels of metals. TPH soil contamination has been identified within the project limits. Total petroleum hydrocarbon (TPH) contamination has also been historically documented in groundwater adjacent to the project limits.

Avoidance, Minimization, and/or Mitigation Measures

Avoidance and Minimization Measures

- Excavated soil generated in areas identified with debris fill materials may be reused onsite, or within existing Caltrans right of way as backfill provided the materials are properly managed. Any unknown specific areas of apparent contamination identified during construction would be isolated from surrounding non-impacted areas and further evaluated for appropriate action.
- A soil management plan (SMP) would be prepared for use during construction activities to present contingencies for soil handling, staging stockpiled soil, and transportation and disposal of impacted soil where encountered during roadway excavation activities.
- Any excess soil generated from the project would be sampled and analyzed to determine the appropriate disposal/reuse options based on detected contaminants of concern.
- Undocumented Underground Storage Tanks (USTs), dry wells, or other subsurface features not associated with active buried utilities identified during construction would be properly removed/abandoned in-place in accordance with current County and State requirements.
- The contractor should prepare a project-specific health and safety plan to prevent or minimize worker exposure to petroleum hydrocarbons and metals in soils. The plan should include protocols for environmental and personnel monitoring, requirements for personal protective equipment and other health and safety protocols and procedures for the handling of soil.

Mitigation Measures

No mitigation measures are required for hazardous waste/materials.

2.12 CONSTRUCTION IMPACTS

Temporary Air Quality and Noise Impacts during Construction

The construction of roadway improvements could generate temporary air quality impacts (e.g., increase in diesel fumes and dust) and noise from heavy equipment operations. From a human environment perspective, the impacts would be most pronounced in the parts of the project area where developed land uses are adjacent or near the project site.

Air Quality

As stated in the *Air Quality Memorandum* (California Department of Transportation 2010), the proposed project may generate short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust (sometimes referred to as windblown dust or particulate matter) 10 microns in diameter or less (PM10) would be the primary short-term construction impact; this may be generated during excavation, grading, and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory.

Noise

According to the *Noise Assessment Report* (California Department of Transportation 2010), the proposed project is not a Type 1 project as defined by Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects.

A Type 1 project is defined as a proposed project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through-traffic lanes.

The proposed project would generate construction noise. The number of roadway construction seasons is anticipated to be approximately three from Spring 2012 to Fall 2014. Construction would occur up to 24 hours a day, seven days a week in some locations; however, construction would not occur everywhere on the entire project for three years. Nighttime construction would expedite the construction process, and as most businesses are closed during nighttime hours, they would not be as affected by nighttime construction activity. Nighttime construction noise could be higher at residences within 500 feet of construction; these include residences on F St. between

10th and 11th Streets, residences on 11th St. north of SR 20, residences on Elm St. west of SR 70, and residences on E Lake Court west of SR 70.

Table 3-1 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 decibels at a distance of 50 feet. Noise produced by construction equipment would decrease over distance at a rate of about 6 decibels per doubling of distance.

Table 3-1. Construction Equipment Noise

Equipment	Typical Noise Level (dBA*) 50 feet from Source
Grader	85
Bulldozers	85
Truck	88
Loader	85
Roller	74
Air Compressor	81
Backhoe	80
Pneumatic Tool	85
Paver	89
Concrete Pump	82

Source: Federal Transit Administration 2006.
* dBA: A-weighted decibels.

The nature of roadway construction projects is linear. Consequently, construction would not take place in one period of time for long but would progress throughout the project area. Construction impacts are temporary in nature, and no businesses or residences would be exposed to construction noise for any longer than necessary to complete the job.

Standard noise minimization measures, along with Best Management Practices (BMP's), would be implemented during project construction, and the contractor would be required to comply with all local noise ordinances as well as Caltrans noise specifications.

Temporary Construction-Related Access and Circulation Impacts

The proposed project would result in delays of varying lengths for motorists on SR-20 and SR-70, temporarily limiting access and affecting regional circulation. Traffic controls and delays anticipated for the proposed project would be specified in the traffic management plan (TMP). TMPs are evolving documents that are periodically modified as the project development process proceeds and new/refined project-related

information becomes available. The TMP for the proposed project, which may continue to be updated up to and even during the construction phase, would establish the applicable restrictions on delays, hours of closure, maximum length of delays and closures, and number of closures allowed within a set distance. At the time of construction, the actual closure and delay lengths and hours used for closures would be determined by the construction contractor and submitted to Caltrans for approval.

Construction could disrupt access to residences and businesses because of roadway construction and delays. According to the current draft of the TMP, Caltrans would provide information to residents and businesses before and during project work that may adversely impact commerce and travel surrounding the zone of construction. Access to side roads, residences and businesses will try to be maintained at all times, although motorists could experience delays while construction is occurring. Implementation of these TMP measures should reduce potentially negative access impacts on residential properties and businesses in the study area.

Project construction could temporarily block access to driveways located within the project limits. Additionally, traffic queues caused by construction delays could block driveways or roads beyond the construction limits. These potential access effects would be important to businesses in the study area, particularly the commercial businesses located along SR-20 and SR-70. Along E St. there are seven driveway locations with potential ingress/egress impacts. Along 9th, 10th, B, and 12th Streets, there are 8 potential locations with ingress/egress impacts. These potential impacts, however, would be largely limited by access requirements that would be included in agreements with contractors used to construct the project improvements. Per Section 7-1.08 of Caltrans' Standard Specifications, the contractor is required to maintain "convenient access" to driveways. Therefore, the contractor would be required to minimize any access delays to driveways or public roadways within or near the work zones. Typically, the contractor and Caltrans work with property owners, business owners, and residents to ensure that continuous access is provided, with information provided to businesses and residents before and during project work concerning construction activities that could negatively affect travel surrounding the construction zone. Customers of businesses in the study area would be inconvenienced at times, potentially experiencing short delays in entering or exiting driveways because of construction blockage or traffic queues.

Delays in access to specific businesses would not occur throughout the entirety of project construction, but solely during the limited time that construction is occurring on the portion of the highway that provides access to each affected parcel. The implementation of a TMP would reduce these impacts.

Circulation, Parking, and Access Impacts during Construction

It is anticipated that roadway construction would take place over three seasons, from Spring 2012 to Fall 2014, and traffic circulation would be disrupted during this time. Eleven detours are planned to facilitate general traffic through the downtown corridor, and one detour is planned to divert truck traffic around the city of Marysville.

On-street parking on E St. and 12th St. would be temporarily eliminated during project construction. On-street parking is currently not allowed on the remaining sections of SR-20 and SR-70 in the project area. It is likely that some parking would be temporarily removed along the detour routes as well.

In most of the project area, most driveways currently have off-street or back alley access. In the event that access is blocked on SR-20 or SR-70 for short-term driveway or roadway reconstruction, alternative driveway access points are available for the public. Table 3-2 shows the various locations where driveways would be disrupted and where access can be provided during construction. Additionally, the contractor would be required to provide pedestrian access if any driveways are closed during construction. Measures would be in place to help the public know that businesses are open during construction.

Table 3-2. Driveway Closures and Public Access

Location	Access during Construction
E Street—Motel 6	Two driveways would be constructed—one would be open at all times during construction
E Street—Ellyson Chiropractor	Use alley for access
E Street—Subway Driveway	Temporary access from alley off 3 rd Street
E Street—Jimboy's/Liquor Store	Temporary access from alley off 3 rd Street
E Street—McDonalds	Use 4 th Street access
E Street—Discount Office store	Use 6 th Street access
E Street—Mogehli's Furniture store	Use 6 th Street and/or Willow Street access
E Street—Umpqua Bank driveways	Use alley for access
Source: Caltrans	

2.13 CUMULATIVE IMPACTS

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines.

Any projects constructed near the downtown Marysville area concurrently with or shortly after the proposed project could potentially contribute to cumulative traffic delays for motorists, including emergency services providers.

The following projects are anticipated to be constructed within the project area in the near future:

City of Marysville Project: The City has approved one permit for construction of a car wash at the corner of B and 10th Streets, to be completed in spring 2011. This project would not involve lane closures or detours, and all construction activities would be limited to the project site. Since the car wash project would not result in traffic disruptions in the project area, this project would not contribute to cumulative traffic impacts in the project area.

Caltrans ADA Project: Caltrans is currently working on an ADA compliance project that would be constructed after Phase 1 of the proposed project is completed. The ADA project would upgrade disabled access ramps at various intersections and would not require any lane closures or detours.

Caltrans Feather River Parkway Project: Caltrans is currently working on a proposed project that would construct a new alignment for SR-20 and SR-70 through the City of Marysville.

City of Yuba City Project: A local project that has been approved by the City of Yuba City proposes to replace the 5th St. Bridge between Yuba City and Marysville. Construction of this project is scheduled to begin in 2014 and would last for two years.

Though not expected, if the Marysville Rehabilitation project is delayed, the 5th St. Bridge project could overlap construction seasons with the proposed project.

Caltrans Marysville Rehabilitation Phase 2: Phase 2 of the Marysville Rehabilitation project would construct CRCP on E St. from 6th St. to the base of the E St. bridge, and on 10th St. from F St. to the base of the 10th St. Bridge. No funding has been identified for construction of this phase.

Cumulative Traffic/Transportation Impacts

The proposed project could contribute to cumulative traffic and circulation impacts when considered with the proposed ADA, 5th St. Bridge and Phase 2 Rehabilitation projects. For the 5th St. Bridge project, much of the bridge work would take place at night, and travel would remain open at all times. Should this project overlap with Phase 1 of the Marysville Rehabilitation (proposed project) Caltrans would work with Sutter County and the City of Yuba City to coordinate traffic control measures to minimize impacts. These impacts would be temporary in nature, diminishing in time as the projects are constructed. Since each project would be required to minimize traffic impacts as much as possible through planning and implementation of traffic management plans, it is not expected that the cumulative traffic impacts from the proposed project would be significant.

Cumulative Economic Impacts

The potential cumulative economic impacts of the proposed project fall into two categories: temporary construction impacts related to road closures and delays, and permanent operational impacts related to improved access to and through the City of Marysville.

It is likely that traffic delays and access issues during construction of Phases 1 and 2 of the Marysville Rehabilitation project, the Caltrans ADA project, and the 5th St. Bridge project would cause inconveniences to businesses and patrons in the vicinity of the work areas. Impacts would be temporary and would vary depending on the specifics of each project.

It is possible that after all these projects are constructed, businesses and patrons would see a benefit from improved access and traffic circulation including increased profitability for affected businesses. The project area may become more attractive to businesses and potential customers which may lead to an increase in business. In addition, the enhanced context sensitive landscape features can also lead to an increase

in business from motorists driving through Marysville on their way to other destinations. While potentially beneficial, these operational economic impacts are minor and not expected to be cumulatively considerable.

2.14 CLIMATE CHANGE (CEQA)

Regulatory Setting

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO₂), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 –tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by Environmental Protection Agency in December 2007 and efforts to overturn the decision had been unsuccessful. See *California v. Environmental Protection Agency*, 9th Cir. Jul. 25, 2008, No. 08-70011. On January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which would take effect in 2012. On June 30, 2009 EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011 and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver would also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model years later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by

the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases. ” Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state’s Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., 549 U.S. 497 (2007)). The court ruled that GHG does fit within the Clean Air Act’s definition of a pollutant, and that the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- **Endangerment Finding:** The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.
- **Cause or Contribute Finding:** The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA’s proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed

by EPA and the Department of Transportation’s National Highway Safety Administration on September 15, 2009.¹

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable.”

As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

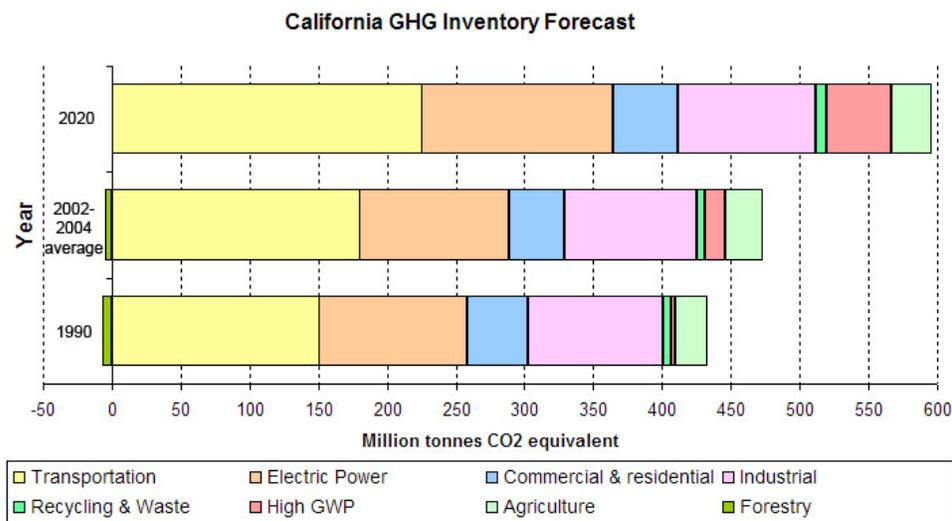


FIGURE 5-1 CALIFORNIA GREENHOUSE GAS INVENTORY

Taken from : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation

¹ <http://www.epa.gov/climatechange/endangerment.html>

(see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: <http://www.dot.ca.gov/docs/ClimateReport.pdf>

Construction Emissions

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

Environmental Consequences

The proposed project is a pavement rehabilitation project along SR-20 and SR-70 in the City of Marysville in Yuba County. Continuously Reinforced Concrete Pavement (CRCP) is proposed to be added at various locations throughout the project and asphalt concrete is proposed to be replaced at various locations throughout the project. In addition, the proposed project involves upgrading curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards where feasible, upgrading utilities and drainage features, and improving traffic operations throughout the project area.

The proposed project is not capacity increasing and would not increase operational CO₂ emissions, therefore this project would have low to no potential for climate change impacts.

AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Former governor Arnold Schwarzenegger's Strategic Growth Plan calls for a

\$222 billion infrastructure improvement program to fortify the state’s transportation system, education, housing, and waterways, including \$100.7 billion in transportation funding during the next decade. As shown on the figure below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today’s level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

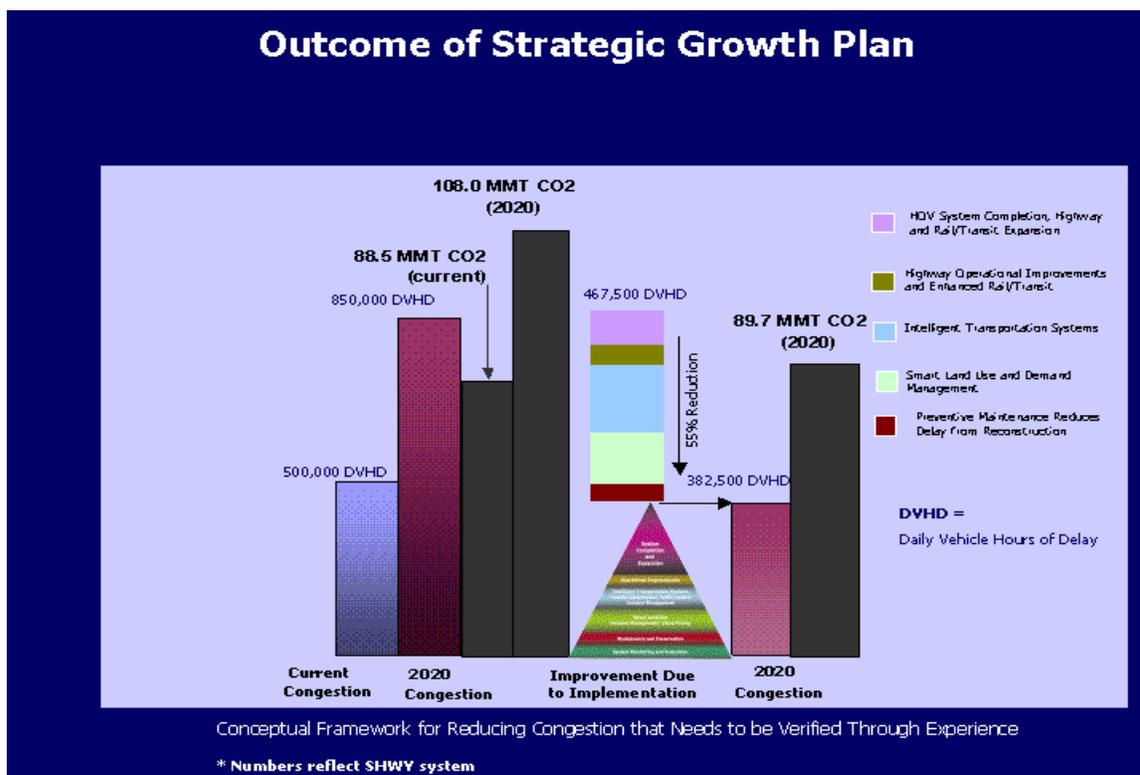


Figure 5-2 Outcome of Strategic Growth Plan

As part of the Climate Action Program at Caltrans (December 2006, <http://www.dot.ca.gov/docs/ClimateReport.pdf>), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation

sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Table 5-3 summarizes the Department and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at <http://www.dot.ca.gov/docs/ClimateReport.pdf>.

Table 5-3 Climate Change Strategies

Strategy	Program	Partnership		Method/Process	Estimated CO ₂ Savings (MMT)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovernmental Review (IGR)	Caltrans	Local Governments	Review and seek to mitigate development proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local and regional agencies & other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans and Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Trans. System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.007	2.17
Mainstream Energy & GHG into Plans and Projects	Office of Policy Analysis & Research; Division of Environmental Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.45 .0225

Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team	Energy Conservation Opportunities	0.117	.34
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries	2.5 % limestone cement mix 25% fly ash cement mix > 50% fly ash/slag mix	1.2 .36	3.6
Goods Movement	Office of Goods Movement	Cal EPA, CARB, BT&H, MPOs	Goods Movement Action Plan	Not Estimated	Not Estimated
Total				2.72	18.67

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures would also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects would vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts would help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California’s vulnerability to sea level rise caused by climate change.

The California Resources Agency [now the Natural Resources Agency, (Resources Agency)], through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy would summarize the best known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, Resources Agency was directed to request the National Academy of Science to prepare a *Sea Level Rise Assessment Report* by December 2010 to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems;
- a discussion of future research needs regarding sea level rise for California.

Furthermore Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system and economy of the state. The Department continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final *Sea Level Rise Assessment Report*, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.)

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. The Department is an active participant in the efforts being conducted as part of Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on *Sea Level Rise Assessment* which is due to be released by December 2010.

On August 3, 2009, Natural Resources Agency in cooperation and partnership with multiple state agencies, released the 2009 California Climate Adaptation Strategy Discussion Draft, which summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The release of the draft document set in motion a 45-day public comment period. Led by the California

Natural Resources Agency, numerous other state agencies were involved in the creation of discussion draft, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The discussion draft focuses on sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. The strategy is in direct response to Gov. Schwarzenegger's November 2008 Executive Order S-13-08 that specifically asked the Natural Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continues to be developed and collected, the state's adaptation strategy would be updated to reflect current findings. A revised version of the report was posted on the Natural Resource Agency website on December 2, 2009; it can be viewed at: <http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.PDF>.

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, the Department has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Department would be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, (continue list as appropriate). This chapter summarizes the results of Caltrans efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Caltrans staff have consulted with City of Marysville staff throughout the planning and development process for the proposed project. Caltrans met with the Marysville City Services Director and the Yuba County Public Works Director in October 2010 to discuss the proposed project and to get their input. Caltrans consultation with City of Marysville and Yuba County staff have been ongoing as needed between November 2010 and March 2011. In addition, between November 2010 and March 2011, Caltrans staff met with the City of Yuba City and Sutter County staff to discuss this proposed project. In March 2011 Caltrans staff met individually with the Marysville City Council and the Yuba County Board of Supervisors to further discuss the proposed project. Caltrans staff also met with or made contact with the Yuba-Sutter Chamber of Commerce, Marysville Joint Unified School District, Marysville Downtown Business Improvement District and the Yuba-Sutter Transit Agency on various occasions between October 2010 and April 2011.

The Initial Study with Proposed Mitigated Negative Declaration was made available for public and agency review and comment from March 28, 2011 to April 26, 2011. The document was made available to all appropriate parties and agencies, including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources which may be affected by the project, 4) the general public. A Notice of Availability for the document was published in the local newspaper and copies of the document were made available at the Caltrans District 3 Office of Environmental Management (M-1) located at 703 B St., Marysville, CA and at the Yuba County Library, 303 2nd. St., Marysville, CA and via the Internet at www.dot.ca.gov/dist3/departments/envinternet/yuba.htm.

Caltrans held a public open house on April 5, 2011 from 4-7pm at the Caltrans District 3 Office, 703 B St. in Marysville. The meeting was attended by approximately 20-25 people. The concerns included the rerouting of traffic along detours, duration of street closures during project construction, impacts of street closures on businesses, and impacts of street closures to residents who live along the detour routes. In addition, some residents were interested in what the streets would look like after the proposed project is completed and others supported the project.

Caltrans and the State Historic Preservation Officer (SHPO) executed a Programmatic Agreement on May 17, 2011, which includes stipulations to address potential project effects on buildings, structures, objects, and archaeological sites that are listed, or have been determined eligible for listing, in the National Register of Historic Places.

**PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE MARYSVILLE PAVEMENT REHABILITATION PROJECT ON
STATE ROUTES 20/70, YUBA COUNTY, CALIFORNIA**

WHEREAS, the Federal Highway Administration (FHWA), has assigned and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination under the provisions of the *Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*, which became effective on July 1, 2007 and applies to this project; and

WHEREAS, Caltrans proposes to implement the federally funded Marysville Pavement Rehabilitation Project (Undertaking), located in the city of Marysville in Yuba County that will be constructed in several stages over two construction seasons; and,

WHEREAS, Caltrans has consulted with the State Historic Preservation Officer (SHPO) pursuant to the 1 January 2004 *Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The California State Historic Preservation Officer, And The California Department Of Transportation Regarding Compliance With Section 106 Of The National Historic Preservation Act, As It Pertains To The Administration Of The Federal-Aid Highway Program In California* (Federal-Aid Highway PA) (Attachment A), and, where the Federal-Aid Highway PA so directs, in accordance with 36 CFR Part 800, the regulation implementing Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended (NHPA), regarding the Undertaking's potential to affect historic properties, has decided to prepare a programmatic agreement (PA) pursuant to 36 CFR §800.4(b)(2) and 800.14(b), and has notified the Advisory Council on Historic Preservation (ACHP) that a PA will be prepared, pursuant to 36 CFR § 800.6(a)(1)(i)(C); and

WHEREAS, Caltrans in consultation with the SHPO has determined preparation of this PA is the appropriate means to ensure completion of the identification and evaluation of potential historic properties within the Undertaking's Area of Potential Effects (APE), and provide for the resolution of any adverse effects on identified historic properties subsequent to its approval of the Undertaking; and

WHEREAS, Caltrans has determined that the Undertaking may have effects on archaeological properties that have not yet been identified; and

WHEREAS, Caltrans District 3 (District 3), the City of Marysville, and the County of Yuba have participated in the consultation and have been invited to concur in this Programmatic Agreement (PA); and

WHEREAS, Caltrans has initiated consultation with the United Auburn Indian Community of the Auburn Rancheria, the Enterprise Rancheria, the Butte Tribal Council, the Maidu Nation, and the Strawberry Valley Rancheria regarding the Undertaking and its possible effects on historic properties; will continue to consult with them and will afford them, should they so desire, the further opportunity to more directly and actively participate in the implementation of the Undertaking itself and this PA; and

NOW, THEREFORE, Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this PA expires or is terminated.

STIPULATIONS

Caltrans shall ensure that the following stipulations are carried out:

I. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the Undertaking is depicted in Attachment B to this PA. If Caltrans determines modifications to the Undertaking subsequent to the execution of this PA necessitate revision of the APE, Caltrans will submit the appropriate APE revisions to the PA parties along with any documentation prepared to complete identification, evaluation and effects assessments for each stage of the proposed project. In this manner, the APE may be amended without amending the PA.

II. PHASED IDENTIFICATION OF ARCHAEOLOGICAL RESOURCES

A. Caltrans shall ensure that identification of archaeological sites is conducted pursuant to the *Archaeological Resources Management Plan* (Dwyer 2011) [Management Plan]. The Management Plan, dated February, 2011, is appended to this PA as Attachment C. The Management Plan will be used to provide context and guide the identification, evaluation and treatment of historic properties.

1. Due to the lack of surface visibility and potential for subsurface archaeological resources within the APE, the utility relocation and drainage work proposed for the first season of construction will serve as Extended Phase I (XPI) identification.
2. If archaeological resources are identified during XPI investigations that were not considered in the Management Plan, the Management Plan will be amended, if necessary, to take these resources into consideration and recirculated among the PA signatories and other interested parties.
3. If archaeological resources are identified as a result of XPI investigations or during construction of any stage, and those resources can be protected during construction from any project effects by the establishment and effective enforcement of an Environmentally Sensitive Area (ESA), those resources may be considered eligible for the NRHP for the purposes of the Undertaking without conducting additional subsurface testing or surface collecting in accordance with Stipulation VIII.C.3 of the Federal-Aid Highway PA.
4. If archaeological resources are identified that do not meet the thresholds of eligibility for listing in the NRHP as discussed in Stipulation III, below, no further consideration will be given under the terms of this PA.

5. If archaeological resources are identified that meet the thresholds of eligibility discussed in Stipulation III, they will be considered eligible for listing in the NRHP, and those resources cannot be protected from any potential effects by the establishment of an ESA, Caltrans shall follow Stipulation IV and the Management Plan.

III. EVALUATION

Background research has indicated that there is a high probability that cultural resources will be uncovered during construction of the Marysville Pavement Rehabilitation Project. However, until ground disturbance associated with construction has begun, the quantity, quality and preservation of archaeological remains will be unknown. Due to time restrictions the following thresholds will be utilized in order to make eligibility calls in the field by District 03 Professionally Qualified Staff and in doing so, Caltrans may assume SHPO concurrence with their findings. Caltrans may consult SHPO staff at any time should a question on eligibility arise.

A. THRESHOLDS OF ELIGIBILITY

1. PREHISTORIC PROPERTIES

It is often not possible to determine whether prehistoric sites and features are eligible for the NRHP until laboratory studies have been completed and analyzed. Therefore, any prehistoric site or feature, with the exception of isolated artifacts (less than three artifacts within a 25 meter in diameter area), will be assumed eligible for the NRHP under Criterion D.

2. HISTORIC-ERA PERIOD OF SIGNIFICANCE

Only historic-era resources that can be dated prior to 1900, when the majority of the slough was filled in and the roads were in their current alignment, will be considered for eligibility for the NRHP.

3. TOWNSITE ESTABLISHMENT AND EVOLUTION

Fill may be found that is either clean or mixed with rubble and waste that was deposited in order to cover wet or low lying areas. If the fill does not contain discrete period or communal interfaces, due to the lack of integrity or absence of materials that permit dating the fill to a clearly distinguishable time period, it will not be considered eligible for the NRHP under Criteria D.

4. INFRASTRUCTURE

Ubiquitous infrastructure elements such as water supply systems, gas, cistern, electric and sewer lines, remains of bridge piers, and buried roads or railroad segments have little research value and are exempt resources under Attachment 4 of the Federal-Aid Highway PA. Therefore, they will not be considered eligible for the NRHP under Criteria D and such resources will not be given any further consideration under the terms of this PA. If remains of utility lines have interpretive potential, they will be photographed and documented and if possible a section of the line may be removed for public display.

5. PRIMARY DEPOSITS – INDUSTRY, COMMERCIAL AND DOMESTIC BEHAVIOR

Primary deposits consist of artifacts or features that were deposited or still exist at the location of their use, such as certain types of sheet refuse, gardens or foundations. These deposits are laid out horizontally and maybe be reflected in a thin layer of debris or as a series of superimposed layers of varying thickness. Primary deposits such as sheet refuse and features associated with industry, commercial and domestic behavior have the potential to address questions concerning the spatial organization of activities and will be considered eligible if materials contain discrete deposits in sufficient numbers, and date prior to 1900. At minimum, primary deposits must have a minimum number of individuals (MNI) of at least 35 and faunal assemblages must contain at least 100 bones or bone fragments. If these criteria are met, the primary deposit will be considered eligible for the NRHP. Isolated refuse dumps or scatters over 50 years of age that lack specific associations will be considered exempt resources under Attachment 4 of the Federal-Aid Highway PA. If it is unclear if a resource meets the thresholds for eligibility or has interpretive potential, it will be assumed eligible for the NRHP.

6. SECONDARY DEPOSITS – INDUSTRY, COMMERCIAL AND DOMESTIC BEHAVIOR

Secondary deposits consist of artifacts or features that were deposited at a location separate from where it was originally used and can include sheet refuse in addition to hollow/filled features such as backfilled wells, refuse pits, and outhouses. Secondary deposits associated with industry, commercial and domestic behavior are often arranged horizontally and may contain discrete caches that can be accurately dated. Therefore, secondary deposits may be able to address questions important in history if materials are present in sufficient numbers, and date prior to 1900. At minimum, artifact caches and features must have an MNI of at least 35 and faunal assemblages must contain at least 100 bones or bone fragments. If these criteria are met, the secondary deposit will be considered eligible for the NRHP. Isolated refuse dumps or scatters over 50 years of age that lack specific associations will be considered exempt resources under Attachment 4 of the Federal-Aid Highway PA. If it is unclear if a resource meets the thresholds for eligibility or has interpretive potential, it will be assumed eligible for the NRHP.

7. ISOLATED ARTIFACTS

Isolated finds consist of less than three artifacts within a 25 meter in diameter area and are exempt resources under Attachment 4 of the Federal-Aid Highway PA. Isolated artifacts have little research value and will only be considered eligible for the NRHP if they have interpretive potential.

8. REDUNDANCY

In the event that a large number of similar, apparently NRHP-eligible, archaeological features are uncovered during any stage of construction, the archaeological monitor and Caltrans archaeologist, in consultation with SHPO, will determine whether the excavation

of all the remains is likely to exceed the threshold of diminishing returns in relation to one or more research issues.

- B. Caltrans will promptly notify the SHPO if any properties are identified that meet the thresholds for eligibility for the NRHP or if the property does not fit into the threshold classifications. Absent objections pursuant to Stipulation XII.C, Caltrans may combine the assessment of effects and data recovery phases, if necessary, of the treatment as discussed in Stipulations IV and V.

IV. ASSESSMENT OF EFFECTS

- A. District 03 (PQS) shall assess the effects of each stage of the Undertaking on any properties listed, eligible, or considered eligible for the NRHP within the APE for that stage in accordance with Stipulation X of the Federal-Aid Highway PA, Caltrans policies and guidelines, and the Management Plan.
 - 1. If District 03 PQS determines that a stage of the Undertaking meets the conditions of Stipulation X.B.2.a of the Federal-Aid Highway PA, Caltrans shall notify SHPO of a finding of No Adverse Effect with Standard Conditions (ESA) in accordance with Stipulation X.B.2.b of the Federal-Aid Highway PA
 - 2. If District 03 PQS concludes that a stage of the Undertaking will have an effect on properties considered eligible for the NRHP, but the effect is not considered adverse, Caltrans shall notify SHPO of a finding of No Adverse Effect. Caltrans may proceed with the No Adverse Effect.
 - 3. If District 03 PQS concludes that a stage of the Undertaking will have an adverse effect on properties considered eligible for the NRHP, Caltrans shall propose a finding of Adverse Effect and continue under Stipulation V.A.1 per this PA.

V. TREATMENT OF HISTORIC PROPERTIES

- A. Caltrans shall ensure that any adverse effects of the Undertaking on archaeological sites are resolved pursuant to the Management Plan.
 - 1. Caltrans will conduct data recovery work on historic properties determined to be significant exclusively under Criterion D of the NRHP pursuant to Stipulation XI.A. of the Federal-Aid Highway PA.
 - 2. In order to avoid adverse effects to deposits that contribute to the NRHP eligibility of archaeological sites described in stipulation V.A.1, above, where data recovery is not prescribed, Caltrans will protect those contributing deposits from any potential effects during construction by establishment and effective enforcement of ESA(s). The ESA ensure that no work will take place within the ESA(s), either horizontally or to a depth that may impact the deposits.
- B. Any party to this PA may propose to amend the Management Plan. Such amendment will not require amendment of this PA.

1. Consultation on major amendments to the Management Plan will be 30 days in duration, with the option for extensions and subsequent reviews.
 2. Consultation on amendments related to finds during construction will take no more than 5 business days.
- C. Disputes regarding amendments proposed hereunder shall be addressed through further consultation among the PA parties, and will be 15 days in duration. If the dispute is resolved within this time frame, the PA parties shall proceed in accordance with the terms of that resolution. If the dispute is not resolved within this time frame, Caltrans shall render a final decision regarding the dispute and the PA parties shall proceed in accordance with the terms of that decision.

VI. CONSTRUCTION MONITORING

1. Monitoring of all construction-related earth moving activities within the project area will be carried out during construction, as outlined in the Management Plan.
2. Archaeological resources identified during construction monitoring will be evaluated by PQS and the monitoring archaeologist according to the significance criteria set forth in Stipulation III and the Management Plan. If the monitoring archaeologist determines that the identified resources do not meet the significance criteria, and the Caltrans staff archaeologist agrees, then such resources will not be given any further consideration under the terms of this PA.
3. If PQS and the monitoring archaeologist determine that the identified resources are historic properties according to the applicable significance criteria, and the Caltrans staff archaeologist agrees, then such properties will be treated in accordance with the Management Plan.

VII. TREATMENT AND DISPOSITION OF ARCHAEOLOGICAL MATERIALS

1. Archaeological material will be treated in accordance with the laboratory procedures described in the Management Plan.
2. All archaeological material recovered pursuant to the terms of this PA will remain the property of the State of California.
3. Upon completion of the final Undertaking report, specified in the Management Plan, archaeological materials deemed suitable by the signatories for curation will be transferred by the Caltrans to a facility that meets the standards set forth in *Curation of Federally Owned and Administered Archeological Collections* (36 CFR §79)

VIII. REPORTING REQUIREMENTS AND RELATED REVIEWS

- A. Within 30 days after Caltrans has determined that all fieldwork required under stipulation II has been completed, Caltrans will ensure preparation, and concurrent distribution to the other PA parties, for review and comment, a brief letter report that summarizes the field efforts and the preliminary findings that result from them.

- B. Within 12 months after Caltrans has determined that all fieldwork required by stipulation II.A has been completed, Caltrans will ensure preparation, and subsequent concurrent distribution to the other PA parties, for review and comment, a draft technical report that documents the results of implementing and completing the Management Plan. The other PA parties will be afforded 30 days following receipt of the draft technical report to submit any written comments to Caltrans. Failure of these parties to respond within this time frame shall not preclude Caltrans from authorizing revisions to the draft technical report, as Caltrans may deem appropriate. Caltrans will provide the other PA parties with written documentation indicating whether and how the draft technical report will be modified in accordance with any comments received from the other PA parties. Unless any PA party objects to this documentation in writing to Caltrans within 30 days following receipt, Caltrans may modify the draft technical report, as Caltrans may deem appropriate. Thereafter, Caltrans may issue the technical report in final form and distribute this document in accordance with paragraph C of this stipulation.
- C. Copies of the final technical report documenting the results of Management Plan implementation will be distributed by Caltrans to the other PA parties, to the North Central Information Center of the California Historic Resources Information System (CHRIS) Regional Information Center, and to interested Tribes.

IX. NATIVE AMERICAN CONSULTATION

Caltrans has consulted with the United Auburn Indian Community of the Auburn Rancheria, the Enterprise Rancheria, the Butte Tribal Council, the Maidu Nation, and the Strawberry Valley Rancheria regarding the proposed Undertaking and its effect on historic properties and copies of the draft Management Plan will be submitted to them for their review and comment, if requested. Caltrans will continue to consult with the Tribes, and will afford them, should they so desire, the opportunity to participate in the implementation of this PA and the Undertaking. Should the above Tribes agree to participate as a PA party, as herein set forth, Caltrans will make an effort to reach consensus with them regarding the manner in which they may participate in the implementation of this PA, and regarding any time frames or other matters that may govern the nature, scope, and frequency of such participation. Caltrans shall ensure that the Tribes receive copies of all draft and final technical documents regardless of whether they decline or choose to participate as signatories to this PA. If requested, all government to government consultation will be conducted by FHWA.

X. TREATMENT OF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN

The PA parties agree that human remains and related items discovered during the implementation of the terms of this PA and of the Undertaking will be treated in accordance with the requirements of §7050.5(b) of the California Health and Safety Code. If, pursuant to §7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §5097.98 (a)-(d) of the California Public Resources Code. Caltrans shall ensure that, to the extent permitted by applicable law and regulation, the views of the Tribes and the Most Likely Descendent(s) are taken into consideration when decisions are made about the disposition of other Native American materials and records.

XI. ADMINISTRATIVE PROVISIONS

A. STANDARDS

1. **Definitions.** The definitions provided at 36 CFR § 800.16 are applicable throughout this PA.
2. **Professional Qualifications.** Caltrans will ensure that only individuals meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-39) in the relevant field of study carry out or review appropriateness and quality of the actions and products required by Stipulations I.B, II, III, V, and VI in this PA. However, nothing in this stipulation may be interpreted to preclude Caltrans or any agent or contractor thereof from using the properly supervised services of persons who do not meet the PQS.
3. **Documentation Standards.** Written documentation of activities prescribed by stipulations I, II, III, V, and VI of this PA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 FR 44716-44740) as well as to applicable standards and guidelines established by the SHPO.
4. **Curation and Curation Standards.** Caltrans shall ensure that, to the extent permitted under § 5097.98 and § 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this PA are curated in accordance with 36 CFR § 79.

B. CONFIDENTIALITY

The PA parties acknowledge that the historic properties covered by this PA are subject to the provisions of § 304 of the NHPA and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this PA are consistent with said sections.

C. RESOLVING OBJECTIONS

1. Should any party to this PA object at any time in writing to the manner in which the terms of this PA are implemented, to any action carried out or proposed with respect to implementation of the PA (other than the Undertaking itself), or to any documentation prepared in accordance with and subject to the terms of this PA, Caltrans shall immediately notify the other PA parties of the objection, request their comments on the objection within 15 days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than 15 days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.
2. If the objection is resolved during the 15-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.
3. If at the end of the 15-day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall forward all documentation relevant to the objection to the ACHP, including Caltrans' proposed

response to the objection, with the expectation that the ACHP will, within thirty (30) days after receipt of such documentation:

- a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or
 - b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or
 - c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.
4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may assume the ACHP's concurrence in its proposed response to the objection and proceed to implement that response. The objection shall thereby be resolved.
 5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all actions under this PA that are not the subjects of the objection shall remain unchanged.
 6. At any time during implementation of the measures stipulated in this PA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this PA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans. Caltrans shall establish a reasonable time frame for this comment period. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. Within 15 days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.
 7. Caltrans shall provide all parties to this PA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to section C.6 of this stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.
 8. Caltrans may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.

D. AMENDMENTS TO THE PA

1. Any signatory party to this PA may propose that this PA be amended, whereupon all signatory parties shall consult for no more than 15 days to consider such amendment. The

amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to appropriate terms to amend the PA, any signatory may terminate the agreement in accordance with Stipulation XII.E below.

E. TERMINATION

1. If this PA is not amended as provided for in section D.1. of this stipulation, or if either signatory proposes termination of this PA for other reasons, the signatory party proposing termination shall, in writing, notify the other PA parties, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).
2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with the terms of that agreement.
3. Should such consultation fail, the signatory party proposing termination may terminate this PA by promptly notifying the other PA parties in writing. Termination hereunder shall render this PA without further force or effect.
4. If this PA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6.

F. DURATION OF THE PA

1. Unless terminated pursuant to section E of this stipulation, or unless it is superseded by an amended PA, this PA will be in effect following execution by the signatory parties until Caltrans, in consultation with the other signatory parties, determines that all of its stipulations have been satisfactorily fulfilled.
2. The terms of this PA shall be satisfactorily fulfilled within ten (10) years following the date of execution by the signatory parties. If Caltrans determines that this requirement cannot be met, the PA parties will consult to reconsider its terms. Reconsideration may include continuation of the PA as originally executed, amendment of the PA, or termination. In the event of termination, Caltrans will comply with section E.4 of this stipulation if it determines that the Undertaking will proceed notwithstanding termination of this PA.
3. If the Undertaking has not been initiated within seven (7) years following execution of this PA, this PA shall automatically terminate and have no further force or effect. In such event, Caltrans shall notify the other signatory parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

G. EFFECTIVE DATE

This PA will take effect on the date that it has been executed by Caltrans and the SHPO.

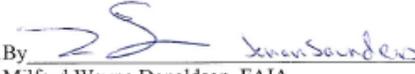
EXECUTION of this PA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR §800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36CFR§800.6(c), that this PA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

SIGNATORY PARTIES:

California Department of Transportation

By  _____ Date 5/16/2011
Jay Norvell, Chief
Division of Environmental Analysis

California State Historic Preservation Officer

By  _____ Date 5/16/11
for Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

CONCURRING PARTIES:

California Department of Transportation

By  _____ Date 5/17/11
Jody Jones, District Director
District 3, Marysville

Chapter 4 – List of Preparers

The following Caltrans District 3 staff contributed to the preparation of this Initial Study:

Chris Carroll, Associate Environmental Planner. Contribution: Environmental Coordinator and Document Writer

Susan D. Bauer, Senior Environmental Planner. Contribution: Environmental Branch Chief

Erin Dwyer, Associate Environmental Planner (Archaeology). Contribution: Historic Property Survey Report

Gail St. John, Associate Environmental Planner (Architectural Historian). Contribution: Historic Resources Evaluation Report

Maureen Doyle, Associate Environmental Planner (Natural Sciences). Contribution: Project Biologist, Natural Environmental Study (NES)

Mark Melani, Transportation Engineer. Contribution: Hazardous Waste Initial Site Assessment (ISA)

Saeid Zandian, Air/Noise Specialist, Contribution: Air/Noise Study

Kevin Evarts, Transportation Engineer. Contribution: Water Quality Study

Leslie Phillips, Landscape Architect. Contribution: Visual Impact Assessment

Kathleen Grady, Landscape Architect. Contribution: Visual Impact Assessment

Martin Villanueva, Project Manager. Contribution: Project Manager

Kevin Espinoza, Sr. Transportation Engineer. Contribution: Project Design

Eric Souza, Transportation Engineer. Contribution: Project Design

Jack Cowell, Transportation Engineer. Contribution: Project Design

Abel Huerta, Transportation Engineer. Contribution: Project Design

Rabindra Gaji, Transportation Engineer. Contribution: Project Report

Marlo Tinney, Assistant Project Manager. Contribution: Public Outreach

Appendix A - CEQA Checklist

CEQA Environmental Checklist
03-YUB-20/70

YUB-20 (PM 0.5/2.0)
YUB-70 (PM 14.1/15.2)

03-0002-0139-0
0A5800

Dist.-Co.-Rte.

P.M/P.M.

E.A.

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

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

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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“No Impact and Less Than Significant Impact” determinations in this section are based on the Visual Impact Assessment

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the project scope and field reviews

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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

“No Impact” and “Less than Significant Impact” determinations in this section are based on the Air Quality Report, project scope and field reviews

IV. BIOLOGICAL RESOURCES: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the project scope and field reviews

V. CULTURAL RESOURCES: Would the project:

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

“No Impact” and “Less Than Significant with Mitigation” determinations in this section are based on the project scope, archeological /historic reports and field reviews

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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“No Impact” determinations in this section are based on field reviews and project scope

VII. GREENHOUSE GAS EMISSIONS: Would the project:

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

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

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” and “Less Than Significant” determinations in this section are based on project scope, field reviews, ISA, and Site Investigations.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

j) Inundation by seiche, tsunami, or mudflow

“No Impact” and “Less Than Significant” determinations in this section are based on project scope, field reviews floodplain study, drainage report and water quality report.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING: Would the project:

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

“No Impact” determinations in this section are based on the Community Impact Assessment, project scope and field reviews

XI. MINERAL RESOURCES: Would the project:

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

“No Impact” determinations in this section are based on the project scope and field reviews

XII. NOISE: Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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“No Impact” and “Less Than Significant” determinations in this section are based on the Noise Study, project scope and field reviews

XIII. POPULATION AND HOUSING: Would the project:

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

“No Impact” determinations in this section are based on the Community Impact Assessment, project scope and field reviews

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the Community Impact Assessment, project scope and field reviews

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

XV. RECREATION:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” determinations in this section are based on the project scope and field reviews

XVI. TRANSPORTATION/TRAFFIC: Would the project:

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

“No Impact” and “Less Than Significant” and determinations in this section are based on the Community Impact Assessment, project scope and field reviews

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

"No Impact" and "Less Than Significant Impact" determinations in this section are based on the Community Impact Assessment, Water Quality Report, project scope and field reviews

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

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

Appendix B - Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
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TTY 711



*Flex your power!
Be energy efficient!*

July 20, 2010

TITLE VI POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page:
http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnon@dot.ca.gov.


CINDY MCKIM
Director

"Caltrans improves mobility across California"

Appendix C - Minimization and/or Mitigation Summary

Avoidance / Minimization Measures:

Economic Environment

- Road closures and the resulting impacts to business access will be minimized as much as possible.

Community Impacts

- Access to driveways and cross streets would be maintained during construction.
- Pedestrian and bicycle access on city streets would be maintained during construction.
- Signs would be required to detour pedestrians and bicyclists when sidewalks are closed, and flaggers would be deployed to control multiple intersections and crossings to assist with the movement of pedestrians through construction zones.
- Extensive public outreach would also keep residents and businesses informed of construction work.

Archaeological

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be diverted until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner would notify the Native American Heritage Commission (NAHC) who would then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains would contact Caltrans District 3 Environmental Planning so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Historical

Caltrans and the State Historic Preservation Officer (SHPO) executed a Programmatic Agreement on May 17, 2011, which includes stipulations to address potential project effects on buildings, structures, objects, and archaeological sites that are listed, or have been determined eligible for listing, in the National Register of Historic Places. Minimization measures to avoid effects on built environment resources may include all or some of the following:

- The building faces would be protected by a minimum of one (1) inch thick foam board, which is generally used for insulation. The existing pavement would be saw-cut six (6) inches from the face of the buildings. Existing concrete or asphalt more than three (3) feet from the buildings would be broken using a backhoe with a jackhammer attachment or loader. The equipment would be located a safe distance from the buildings so any arms or attachments cannot reach the buildings.
- A hand-held hydraulic jackhammer would be used to break existing concrete into pieces within three (3) feet of the building face. The broken concrete would then be removed by hand.
- Ride-on machinery could be used to compact the ground five (5) feet or more away from the building face. Hay bales would be stacked three rows high along the face of the building to a height of six (6) feet for work performed directly adjacent and up to five (5) feet away from the building. A vibrator plate temper would be used to compact the material that is within five (5) feet of the building face, at which time the building face would be protected with a minimum one (1) inch thick foam board.
- Where a new concrete sidewalk would be constructed against the existing buildings, the concrete would be separated from the existing structures by a 0.5 inch fiber expansion joint. The concrete would be poured from a concrete truck and would be finished using hand tools. The existing buildings would be protected with plastic sheeting to prevent concrete from splattering onto the existing structures.
- Only perform the work that is necessary to complete the job when working on the brick stormwater drainage pipe.

Hazardous Waste/Materials

- Excavated soil generated may be reused onsite, or within existing Caltrans right of way, as backfill provided the materials are properly managed. Any unknown specific areas of apparent contamination identified during construction would be isolated from surrounding non-impacted areas and further evaluated for appropriate action.
- A soil management plan (SMP) would be prepared for use during construction activities to present contingencies for soil handling, staging stockpiled soil, and transportation and disposal of impacted soil where encountered during roadway excavation activities.
- Any excess soil generated from the project would be sampled and analyzed to determine the appropriate disposal/reuse options based on detected contaminants of concern.
- Undocumented Underground Storage Tanks (USTs), dry wells, or other subsurface features not associated with active buried utilities identified during construction would be properly removed/abandoned in-place in accordance with current County and State requirements.
- The contractor should prepare a project-specific health and safety plan to prevent or minimize worker exposure to petroleum hydrocarbons and metals in soils. The plan should include protocols for environmental and personnel monitoring, requirements for personal protective equipment and other health and safety protocols and procedures for the handling of soil.

Water Quality

- Temporary Best Management Practices (BMPs) would be shown on engineering plans and implemented during construction activities to avoid erosion and sedimentation, prevent off site contamination by construction materials, reduce the pollutants in storm water discharges through construction, reduce storm water discharges from the construction site and reduce impacts on water bodies once the project is complete.
- The general contractor performing the work would be responsible for preparing the approved Storm Water Pollution Prevention Plan (SWPPP), constructing or implementing the BMP measures and regularly inspecting and maintaining the implementation plan.
- Construction BMPs would include Best Conventional Pollutant Technology (BCT)/Best Available Technology (BAT) requirements for construction projects.

- BMPs would be implemented for the project in adherence to all applicable NPDES requirements and other water quality regulations to minimize impacts to water quality.
- Standard Special Provisions (SSPs) for Construction Site Management, Water Pollution Control and Relations with the Regional Water Quality Control Board will reduce the impacts of construction activities and prevent construction site runoff from entering adjacent waterways. The project SWPPP would also require the Contractor to identify the location and storm water protection of designated staging areas and would include specific requirements for equipment fueling, maintenance and storage processes.

Visual/Aesthetics

- All areas disturbed or used for staging of vehicles and equipment shall be hydro-seeded or restored to their prior condition upon completion of the project. For vegetated areas this can best be accomplished by re-contouring areas and applying erosion control (type hydro-seed) if needed.
- The areas where trees are present should be protected in such a way as to reduce damage to the trees root systems. If trees need to be removed the area should be replanted after the roadway work is completed.
- Street trees should be re-planted along the highway corridor's edge where it is feasible. The tree species would be determined by the landscape architect in coordination with the City of Marysville during the final design phase of the project.
- Context Sensitive Solutions should be implemented along the street corridor where feasible by constructing features that are visually pleasing and in keeping with the City of Marysville's long term goals for their Main Street theme development.
- In order to provide some unity to the streetscape and provide additional context sensitive solutions all support features for traffic lights, street lights and poles for traffic signs shall be painted dark green.
- Facilities will be upgraded to ADA standards where feasible.

- Consideration should be given to design the curb reconstruction in a way that would protect the tree root systems. The curbs could be extended out in the parking lane to allow the trees to continue to grow in a healthy manner. This would not only protect the trees it would also protect the new curbs from being damaged as the trees continue to grow.
- In keeping with the required standards of the ADA the project should include crosswalks that use a colored and textured material that complements the urban design of the area. Ramps at the intersections should be colored so they stand out and are highly visible.

Traffic/Transportation and Pedestrian and Bicycle Facilities/Public Transit/Business Access

- The contractor would be required to minimize any access delays to driveways or public roadways within or near the work zones.
- Advanced notice and coordination with school officials would be included in the proposed project's TMP and would minimize any potential temporary impacts to schools.
- During construction, pedestrians and bicyclists would be affected by temporary lane closures or other roadway use restrictions and the presence of construction workers, vehicles, and materials. Providing safe detours at key points in the construction cycle would keep pedestrians and bicyclists safe during construction. Caltrans would require construction contractors to sweep shoulder areas frequently to keep these areas obstacle-free, as well as provide safe detours for pedestrians and bicyclists to minimize any construction safety issues or inconveniences.

Noise

- Operation of jackhammers, concrete saws, pneumatic tools and demolition equipment operations should be limited to the daytime hours (8AM to 7PM) to the maximum extent feasible. Residents and businesses within 100 feet of the project area should be notified in advance of nighttime construction activities. Nighttime construction work should be limited to the portion of the project site furthest from the residences, to the maximum extent feasible.
- All equipment shall have sound-control devices that are no less effective than those provided on the original equipment. No equipment may have an unmuffled exhaust.
- Appropriate additional noise reduction measures should be implemented where feasible, including changing the location of stationary construction equipment,

turning off idling equipment, rescheduling construction activity, and notifying adjacent residents in advance of construction work.

Air Quality

- Following Caltrans Standard Specifications, which is required in all construction contracts, should effectively reduce and control emission impacts during construction. Specifically, the provisions of Section 7-1.01F, Air Pollution Control, and Section 10, Dust Control, of these standards require the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Utilities/Emergency Services

- Caltrans would coordinate with the utility providers before relocation of any utilities and lines to ensure that potentially affected utility customers are notified of potential service disruptions before relocation.
- Construction contractors would be required by Caltrans to expedite the passage of emergency service vehicles through active work zones at all times.

Mitigation Measures:

Archaeological

- Caltrans and the State Historic Preservation Officer (SHPO) have signed a Programmatic Agreement (PA) that contains measures to account for the identification, evaluation and mitigation for effects to cultural resources that may be uncovered during construction activities. The PA would ensure that any significantly adverse effects of the undertaking are resolved by implementing an Archaeological Resources Management Plan and ESA Action Plan, as applicable

Appendix D - List of Technical Studies

Initial Site Assessment (Hazardous Waste, Caltrans 2010)

Natural Environmental Study (Biology, Caltrans 2010)

Historical Evaluation (Historical, Caltrans 2011)

Archaeological Evaluation (Archaeology, Caltrans 2011)

Water Quality Assessment Exemption (NPDES, Caltrans 2011)

Landscape Assessment (VIA, Caltrans 2011)

Noise Assessment (Noise Report, Caltrans 2010)

Air Quality Assessment (Air Quality Report, Caltrans 2010)

Drainage Recommendations (Drainage Report, Caltrans 2011)

Floodplain Study (Floodplain Report, Caltrans 2011)

Community Impact Assessment (CIA, ICF International 2011)

Comment Letter 2

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

COMMENTS

Marysville Pavement Rehabilitation Project

Name (please print) Keith Martin E-mail/Phone# Keith_martin@global.net

Address (home) 2100 B St. City Marysville State CA Zip Code _____

Authorized Representative (name of organization or agency) Yuba-Sutter Transit

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS

(too many to list)
Major concerns with detour options - please
send a set of detour plans for us to
mark up so we can meet to discuss
w/ Martin Villanueva for transit impacts.

Thanks
Keith

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Response to Comment Letter 2

A meeting between Caltrans and Yuba-Sutter Transit was held on April 19, 2011 at the Caltrans District 3 Office in Marysville. As a result of the meeting the following measures will be included as part of the project:

- Caltrans will include instructions for the Construction Resident Engineer (RE) to inform the Contractor's flaggers to give priority to and expedite transit busses through Flagging Control as necessary during construction stages 1 through 3.
- Caltrans will inform local agencies 15 days prior to the start of temporary detours.
- Yuba Sutter Transit will inform their passengers in their newsletter of upcoming project work.
- Caltrans will have a project specific website and Yuba Sutter Transit will have a link from their website to the Caltrans Marysville Rehab. Project website.
- Caltrans will inform Yuba Sutter Transit and other local agencies of the pre-construction meeting with the contractor and will inform Yuba Sutter Transit of the contractor's planned temporary detour closures so that they can prepare modifications to their bus schedules and routes.

Comment Letter 3

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

COMMENTS
Marysville Pavement Rehabilitation Project

Name (please print) Claudia Hollis E-mail/Phone# claudiah@freed.org / (530) 742-4474
Address (home) _____ City _____ State _____ Zip Code _____
Authorized Representative (name of organization or agency) Manager of FREED
Center for Independent Living
Address (business) 508 J Street City Marysville State CA Zip Code 95901

COMMENTS Plans Needs to be in place to address accessible path of travel for pedestrians w/ disabilities and wheelchair users during the construction phase and especially in the areas where the detour routes will be. There are currently no curb cuts on some of the sidewalk intersections in the detour routes areas.

Claudia Hollis

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Response to Comment Letter 3

Pedestrian access will be rerouted away from the work area during construction.

During construction the contractor will be responsible for determining temporary pedestrian routes which must be ADA accessible.

Comment Letter 4

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

COMMENTS
Marysville Pavement Rehabilitation Project

Name (please print) Kelly Richereek E-mail/Phone# Kellyrichereek
Address (home) P.O. Box 5899 City Marysville State CA Zip Code 95901
Authorized Representative (name of organization or agency) _____
Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS
DE-6 DRAWING should say "9th" St closure instead of 8th.

With the potential widening of 5th St. bridge I would like to see in phase 2: ~~at~~ Eth St between 5th and 9th (just past 9th) to have Median's widen and trees put in Median to MAKE that SECTION of E Street more walkable (to slow traffic as well)

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by April 26, 2011.

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Response to Comment Letter 4

Plan sheet DE-6 has been corrected.

Trees cannot be placed in the E St. median due to public safety, high maintenance costs, and a limited amount of room to plant in the median. They will, however, be added to the

sidewalks upon completion of the project. In addition, the new traffic signals will have pedestrian countdown heads which will help improve pedestrian safety along E St

Comment Letter 5

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

COMMENTS
Marysville Pavement Rehabilitation Project

530-741-3916

Name (please print) Aleta Zak E-mail/Phone# chicagomanval@yahoo.com
Address (home) 612 9th St. City Marysville State CA Zip Code 95901
Authorized Representative (name of organization or agency) _____

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS I live right on one of the proposed detours for Phase I of the construction. The amount of traffic on 9th Street between E + I streets is ~~has~~ already heavy due to use by Yuba-Sutter Transit and Amtrak buses. Commercial traffic has increased since the opening of the Business Park at 9th-10th - E + F streets, adding to the challenges of residents, bicyclists, and pedestrians. I strongly recommend moving the detour south to 8th Street as ~~is~~ mapped out in plan # D-3. I do not own a car and I walk and/or bicycle around town. Will you have ~~and suggest~~ any suggested alternate bike or pedestrian routes?

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Response to Comment Letter 5

Caltrans is working to minimize residential impacts along all the detour routes; however, detouring the traffic east down 9th St. would impact fewer residents as compared to moving the detour a block further south along 8th St. In addition, a detour down 8th St. would be more complex, involving more one way streets and heavily used turn lanes at the coners of 8th/E St., 8th/D St., 9th/ D St., and 10th/E St. Both the 8th St. and 9th St. detours will have daytime flaggers at 9th/I St., 9th/G sSt., 8th/I St. and 9th/G St. depending on the stage, to help control traffic at every other block.

The Contractor would be required to provide convenient access to pedestrians and bicyclists at cross streets. Signs would be required to detour pedestrians and bicyclists when sidewalks are closed, and flaggers would be sent out to control multiple intersections and crossings to assist with the movement of pedestrians through the construction zones. Alternate pedestrian and bicycle routes are not planned however, they will be directed away from the work zones.

Comment Letter 6

STATE OF CALIFORNIA

Detour Question

DEPARTMENT OF TRANSPORTATION

COMMENTS

Marysville Pavement Rehabilitation Project

Name (please print) Mike ~~at~~ Hurley E-mail/Phone# marysville_campm@hotmail.com
Address (home) 707 E st City MSVL State CA Zip Code 95901
Authorized Representative (name of organization or agency) Mike Hurley (owner)
Campm gas station @ 7th + E st
Address (business) 707 E st City MSVL State CA Zip Code 95901

COMMENTS We do not agree with detours starting at 3rd st. we will be open for bussiness during construction but if you start a detour @ 3rd st we will be bypassed please Reconsider this detour, there is not a reason to start it @ 3rd st if 3rd - 6th st are open. you will be harming our lively hood by having these detours.

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Comment Letter 7

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

COMMENTS

Marysville Pavement Rehabilitation Project

Name (please print) Michael Hurley E-mail/Phone# 530-742-7515
Address (home) 1708 Canal Drive City Marysville State CA Zip Code 95901
Authorized Representative (name of organization or agency) Michael Hurley

Address (business) 707 E Street City Marysville State CA Zip Code 95901

COMMENTS THE DETOUR SIGNING AT 3RD STREET WILL PUT MOST BUSINESS OUT OF BUSINESS CUSTOMERS WILL ASSUME WORK CLOSED DO TO CONSTRUCTION FOR THE ENTIRE PERIOD FROM 4-2012 - FALL 2013, AS LONG AS ACCESS IS AVAILABLE DETOUR SIGNING BE AT 7TH STREET AND THEN WHEN ABOUT 136 MILES DOWN TO 6TH STREET. THERE IS NO ALTERNATES FOR DETOUR BEING ON 3RD STREET EXCEPT IT WILL PUT MANY BUSINESS IN JEOPARDY. PLEASE CONTACT ME TO DISCUSS THIS MATTER.

Michael Hurley

530-742-7515

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Response to Comment Letters 6 and 7

The 3rd St. detour will essentially serve traffic that would be turning right on northbound SR 70 at the corner of 9th/E St. The traffic going northbound through to Yuba City at the corner of 9th/E St. will not be detoured except in Stages 4 and 5 where it is unavoidable.

In addition, 7th St. (which runs along the south side of your AM/PM gas station property) will become a major detour route, serving over half of the eastbound 9th St. traffic and all of westbound 9th St. traffic, during the first 6 of the 8 detour stages, when the 3rd St. detour is used. In effect, your property will have highway traffic on two sides at those times. The 3rd St. detour will not force someone who wants to get gas from your station to travel up 3rd St. to B St., as E St. will be open except during stages 4 and 5, when it must be closed for construction work.

When traffic on westbound 9th St. is detoured to 7th St., it will become necessary to route more traffic south at the 9th/B St. intersection than usual which requires more traffic signal “green time” for the north-south traffic. This traffic signal “green time” can only come from reducing the heavy eastbound “green time” and in order to reduce traffic impacts, some traffic must be detoured onto 3rd St. and then onto B St.

Comment Letter 8

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION

COMMENTS
Marysville Pavement Rehabilitation Project

Name (please print) Don Ras E-mail/Phone# RAS51111@stcglobal.net
Address (home) 226 Atkison City P. L. State _____ Zip Code 95961
Authorized Representative (name of organization or agency) _____

Address (business) _____ City _____ State _____ Zip Code _____

COMMENTS The Truck detour - Lindhurst Rd around 70 -
at Erle Rd.
Now has a traffic light and backed up morning/evening
Adding Trucks will be brutal as they are going to be stopped
on an uphill and will block car traffic coming off
Erle Rd off ramp - if it remains open

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Response to Comment Letter 8

Lindhurst Avenue is already a designated truck route in Yuba County. Caltrans can monitor the hook off-ramp and close it if queuing onto the freeway becomes an issue.

Comment Letter 9

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

COMMENTS

Marysville Pavement Rehabilitation Project

Name (please print) Albert Ramirez E-mail/Phone# aramirez@teichert.com
Address (home) 303 E 22nd City Marysville State CA Zip Code 95901
Authorized Representative (name of organization or agency) _____

Address (business) 3500 America River City SACRAMENTO State CA Zip Code 95864

COMMENTS

For safety reasons it will best to use
Detour
DE-3 as a start point

Written comments may be mailed to Caltrans, Attn: Sue Bauer, Office of Environmental Management, 703 B Street, Marysville, CA 95901 or emailed to sue_bauer@dot.ca.gov. All comments must be received by **April 26, 2011**.

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Response to Comment Letter 9

Caltrans is working to minimize residential impacts along all the detour routes; however, detouring the traffic east down 9th St. will impact fewer residences than making the detour a block further south along 8th St. as shown on detour plan sheet DE-3. In addition, the detour down 8th St. is a lot more complex involving more one way streets and heavily used turn lanes at the coners of 8th/E St., 8th/D St., 9th/ D St., and 10th/E St. Both the 8th St. and 9th St. detours will have daytime flaggers at 9th/I St., 9th/G St., 8th/I St. and 9th/G St. depending on the stage, to help control traffic at every other block.

Comment Letter 10

Marysville, CA 95901

April 25, 2011

Ms. Susan D. Bauer
Environmental Branch, California Department of Transportation
703 B Street
Marysville, CA 95901-0911

Subject: Response to Marysville Roadway Rehabilitation Project Initial Study

Dear Caltrans:

I am writing this letter in response to your Initial Study with Proposed Mitigated Negative Declaration document for the Marysville Roadway Rehabilitation Project. As a resident of Marysville I feel that it is my responsibility to comment on and question construction projects that have the potential to adversely impact my community. I am concerned that the community impacts are more significant than what is described in your document.

This project has the potential to significantly impact Marysville in the form of restricting access to residences and businesses, traffic conflicts, inconveniences from utility relocation, interference with community events, and the loss of business. All of which will be compounded by the high likelihood for construction delays from cultural resource and hazardous waste remediation. Not to mention, the cumulative affects from this project being constructed at the same time as the Fifth Street Bridge Project, proposed by Yuba City, and the Emergency Tenth Street Bridge Project, which is also a Caltrans project. With all of the potential impacts associated with this project it is difficult to see how it could result in any benefit, economic or otherwise. The final product will be the same amount of traffic, level of service, and intersection configurations. The only real difference would be the hardships that the community—particularly the business owners—would endure for the three-plus years that it would take to build the project.

You state in your document that the soil within the project limits is contaminated with elevated levels of metals and TPH, and that the proposed project has the potential to adversely affect previously unidentified archaeological resources located under the paved roadway through excavation for utility relocation, drainage rehabilitation and roadway construction. The work includes trenching to depths between 12 and 15 feet. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area would be stopped until a qualified archaeologist can assess the nature and significance of the find. It appears that the hazardous materials present and cultural resources have a real potential to delay construction.

- How will the contaminated soil and found cultural materials affect the work, project schedule and the duration of the traffic detours?
- How long will it take for a qualified archaeologist to assess cultural materials that are found?
- What sorts of safety precautions will be taken by the people working in the trench?
- Will the cultural materials be processed on site or will they be taken offsite.
- How will the processing of the cultural materials be affected by the contaminated soil?

In the Community Impacts section you discuss temporary impacts to “community cohesion” and you go on to say that this project will support the cohesion of the community.

- Please define community cohesion and discuss how you established its baseline when determining level of significance.

One area for potential impact is access to businesses and residences. The traffic detours, the blocking of driveways, the reduction of parking along the detour routes, and inconveniences to pedestrians all combine to have an impact of businesses. Utility relocation will also interfere with access to businesses. According to the document, Caltrans’ standard specifications require the contractor to minimize any access delays to driveways or public roadways within or near the work zones and provide convenient pedestrian access. Road closures and the resulting impacts to business access will be minimized as much as possible. At the time of construction, the actual closure and delay lengths and hours used for closures would be determined by the construction contractor and submitted to Caltrans for approval.

- Will the contractor be required to submit a plan for this, and will the business owners be involved in devising this plan?
- How will contractors bid this item with so much potential for delays?
- How will the contractor foresee conflicts with cultural resource excavation and hazardous waste remediation and incorporate these conflicts in to his minimization plan?
- What sorts of specifications does Caltrans have to require the utility companies to minimize impacts to access? Or does Caltrans just notify the utility companies that they need to relocate their facilities?

Impacts to traffic are in the form of detours and delays. The document discusses proposed detour routes.

- Is the contractor required to use these proposed detours or can he come up with his own?
- What kind of community involvement will this require?
- Have conflicts with the traffic detours and parade routes been considered?

After reading the utility section of the document there are just too many unanswered questions. The utility relocation could have a significant affect on the project and the community.

- Have the locations of all the utilities been mapped and have the new locations been determined?
- Is it certain that the relocation will occur prior to construction and if not how will the relocation affect the construction schedule?
- Is the design of the new utilities the responsibility of the utility provider or will it be done in coordination with Caltrans?
- Of course during the relocation there will be times when the utilities will not be functioning, electricity for example. This means that some businesses will not be able to operate. What efforts will be taken to maintain facilities during construction?
- Will the new utilities be installed prior to abandoning the old ones?
- If hazardous materials or cultural resources are discovered during utility relocation, how will this affect the relocation or construction schedules?
- If the utility companies decide to relocate their facilities outside of the original APE for cultural resources will these new areas require additional study?
- Is Caltrans paying for the utility relocation or will the cost ultimately be placed back on the consumers of those utilities?

In the document you state, "the proposed project could generate temporary economic activity, including purchases of goods and services required for construction and employment of workers needed for construction." The major materials needed for this project are steel and concrete.

- Does a business in Marysville provide these?
- Is the contractor required to buy locally per the construction contract?
- Does Marysville's work force consist of large numbers of unionized construction workers?
- Or would the majority of the workers come from other places and spend the money they earn in their own communities?
- Will Caltrans specify in its contract that a portion of the work force must be employed from the local community?

In your document you do not discuss staging areas for the contractor.

- Will Caltrans have mandatory staging areas, or will the contractor be allowed to choose his own staging areas?
- Who will address the impacts from the use of these staging areas?

You mention in your document that law enforcement will be used to help regulate traffic operations within the project area. "The CHP is responsible for enforcing traffic regulations on state highways, and local police are responsible for enforcing regulations on local streets. CHP and Marysville police officers would be posted at the construction site to enforce the speed limit in the construction zone, in accordance with Caltrans' Construction Zone Enhanced Enforcement Program."

- With budgets cuts a common reality, does CHP have the resources to monitor the 24-hour construction?
- Is the enforcement program free, if not, does Caltrans have the funds to pay for the monitoring?

Thank you for taking the time to read through my questions and concerns. I eagerly await your responses.

Sincerely yours,

A. Resident

Anonymous Resident

Response to Comment Letter 10

How will the contaminated soil and found cultural materials affect work, project schedule and the duration of the traffic detours?

It is likely that the discovery of cultural resources under the roadway will cause minor delays in the project schedule. Caltrans and the State Historic Preservation Officer (SHPO) have signed a Programmatic Agreement (PA) that outlines methods to streamline the identification, evaluation and mitigation process in compliance with Section 106 of the National Historic Preservation Act. Delays due to cultural resource discoveries will likely occur.

How long will it take for a qualified archeologist to assess cultural materials that are found?

Beyond streamlining the Section 106 process to avoid construction delays, the PA also outlines specific thresholds for eligibility to the National Register of Historic Places. Based on guidance from the PA, cultural materials should be assessed (evaluated) within a few minutes of their discovery and handled accordingly.

What sort of safety precautions will be taken by the people working in the trench?

A Health and Safety Plan will be in place for both Caltrans and consultant archaeologists. In addition, all work conducted in trenches will take place per Occupational Safety and Health Administration (OSHA) guidelines with shoring put in place for trench depths over five feet, or at shallower depths if necessary. The Health and Safety plan will also cover the treatment and handling of cultural resources if found in association with hazardous materials.

Will the cultural materials be processed on site or will they be taken off site?

Some minor cleaning of artifacts may take place on site, which would consist of washing or wet screening materials. The artifacts will ultimately be taken to a laboratory for analysis and cataloging. All work with artifacts will follow the Health and Safety Plan.

How will the processing of cultural materials be affected by contaminated soil?

Due to the possibility of lead and/or hydrocarbon contamination, all cultural materials will be kept moist until they are thoroughly cleaned with water. This process may affect the handling times of cultural resources.

Please define community cohesion and discuss how you established it's baseline when determining level of significance.

Community cohesion is the degree to which residents have a “sense of belonging” to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institutions that make up a community. The baseline for analysis is the existing, pre-project level of community cohesion. It is generally supported that increased pedestrian traffic often creates social relationships through casual contacts, and in turn can lead to a more cohesive neighborhood. Since the proposed project will improve accessibility by providing ADA compliant sidewalks in places where none exists currently and improve the condition of sidewalks in the project area, a greater level of cohesion than existing is expected.

Will the contractor be required to submit a plan for this and will business owners be involved in devising this plan?

The contractor will submit a construction plan with the details about access to businesses and residences. Business owners will be contacted when the impacts at each location are known.

How will contractors bid this item with so much potential for delays?

In general, contractors are familiar with the concepts of quantifying risk and making accurate estimates of the price needed in order to make those risks worth taking.

How will the contractor foresee conflicts with cultural resource excavation and hazardous waste remediation and incorporate these conflicts into the minimization plan?

The bidders will have a variety of information, such as environmental documents and restrictions at their disposal in order to assess risks from conflicts with archaeological items and hazardous waste. This information clearly states in several locations that these items are likely to be found in the job limits.

What sort of specifications does Caltrans have to require the utility companies to minimize impacts to access? Or does Caltrans just notify the utility companies that need to relocate their facilities?

Caltrans issues a notice to the utility companies to relocate their facilities that are in conflict with a project. By the time the notice is issued, Caltrans will have already worked closely with the companies to develop a relocation plan. That coordination includes minimization of impacts to other properties and owners as well as other utility providers.

Is the contractor required to use these proposed detours or can he come up with his own?

Caltrans expects that the contractor will use the detour routes provided. However, the contractor is always free to propose an alternative construction plan. If another plan is proposed, Caltrans will study it using the same criteria that were used in developing the existing detour route.

What kind of community involvement will this require?

If another plan is proposed, Caltrans will study it using the same criteria that were used in developing the existing detour route, including public input.

Have conflicts with the traffic detours and parade routes been considered?

Various special events, including parades, were considered in the selection of the detour routes and the construction staging, were discussed with the City of Marysville.

Have the locations of all the utilities been mapped and have new locations been determined?

The locations of the existing utilities have been determined. The relocated positions are still in development in a process that involves Caltrans and utility companies.

Is it certain that the relocation will occur prior to construction and if not how will the relocation affect the construction schedule?

Caltrans is planning for all utilities to be relocated prior to roadway construction. However, projects frequently have utilities remaining in the work area as construction starts. When this occurs, contract clauses are used to identify the conflict and to address the work schedule around it.

Is the design of the new utilities the responsibility of the utility provider or will it be done in coordination with Caltrans?

Design of the relocated utilities is the responsibility of the utility provider but it is developed in cooperation with Caltrans staff.

Of course during the relocation there will be times when the utilities will not be functioning, electricity for example. This means that some businesses will not be able to operate. What efforts will be taken to maintain facilities during construction?

The utility providers want to have minimal disruption to their customers. They routinely perform inspection and repair of their facilities with little or no loss in coverage by re routing their commodity (water, power, cable service, etc.) prior to doing the work needed. A similar process will be used as the utilities are relocated and no long term outages are expected.

Will the new utilities be installed prior to abandoning the old ones?

The utilities will be rerouted prior to abandonment or removal of the current facilities.

If hazardous materials or cultural resources are discovered during utility relocation, how will this affect the relocation or construction schedules?

Discovery of hazardous or archaeological materials during the utility relocation will be handled with the same process that will be followed should those items be found during the main construction. Specifically, the materials will be removed, studied, stored, and/or disposed of in accordance with the protocols established for the particular material. This process does have the potential to delay the construction activity; however, by keeping resident material experts in those fields on hand during the project, and by working on more than one location at a time, effects of this risk can be minimized

If the utility companies decide to relocate their facilities outside of the original APE for cultural resources will these new areas require additional study?

Caltrans provided environmental approval for an area within the existing State right of way for the relocation of utilities. If a utility provider chooses to relocate into an entirely new location outside of the State right of way, perhaps for business reasons of their own, then environmental approvals for and acquisition of that location will be the responsibility of that utility company.

Is Caltrans paying for the utility relocation or will the cost ultimately be placed back on the consumers of those utilities?

Most utilities are in the State right of way by encroachment permit. There is no cost to the utility for the use of the right of way but when relocation is required due to a conflict with a highway project, the utility company is responsible for the utility relocation costs.

Does a business in Marysville provide these major materials such as concrete and steel?

There are concrete suppliers in the Yuba City/Marysville area. In addition, the area has several suppliers of the raw materials for the project, including aggregate for both concrete and asphalt.

Is the contractor required to buy locally per the construction Contract?

Caltrans does not mandate that contractors buy materials from a certain area or from certain suppliers, nor that they hire labor from a specific area. This provides assurance to the public that the contractor doing a project for the taxpayer has the ability to find the least costly way to accomplish the work. Straightforward economics, however, will demonstrate that there are normally cost savings from buying materials locally. This is especially true with a material such as aggregate, which has a high transportation cost. Projects similar in scope to the proposed project almost always involve the purchase of large amounts of materials from the local area, and the hiring of local workers to supplement the contractor's core staff.

Does Marysville's work force consist of large numbers of unionized construction workers?

The Yuba City/Marysville area has unionized construction workers as evidenced by the Operating Engineers Local Union No. 3 having a District Office in Yuba City.

Would the majority of the workers come from other places and spend the money they earn in their own communities?

Regardless of where a construction employee lives, during construction of a project such as this, workers typically spend a substantial amount of money in the local area for lodging, food, fuel and incidentals. Caltrans does expect hiring of local workers on a project of this size.

Will Caltrans specify in it's contract that a portion of the work force must be employed from the local community?

Caltrans does not mandate that our contractors hire labor from a specific area. This provides assurance to the public that the contractor doing a project for the taxpayer is finding the least costly way to accomplish the work. Projects similar in scope to the proposed project typically include the hiring of local workers to supplement the contractor's core staff.

Will Caltrans have mandatory staging areas or will the contractor be allowed to choose his own staging areas?

The contractor will find and acquire staging areas suited for their particular operation and each contractor will approach the project with their own strategy. The contractor is allowed

this freedom so that their expertise and ingenuity can allow for an efficient and cost effective way of accomplishing the work.

Who will address the impacts from the use of these staging areas?

It will be the contractor's responsibility to acquire and to provide environmental approval for the particular staging areas that they desire for the project.

With budget cuts a common reality does the CHP have the resources to monitor the 24-hour construction? Is the enforcement program free? If not, does Caltrans have funds to pay for monitoring?

CHP support on the project is not free. The project budget contains an item to provide resources to have CHP officers on the project when needed.

Comment Letter 11



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



April 26, 2011

Susan D Bauer
California Department of Transportation
703 B Street
Marysville, CA 95901

Subject: Marysville Roadway Rehabilitation Project
SCH#: 2011032057

Dear Susan D Bauer:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on April 25, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011032057
Project Title Marysville Roadway Rehabilitation Project
Lead Agency Caltrans #3

Type MND Mitigated Negative Declaration
Description Caltrans proposes to replace the structural road section of SR-20 (PM 0.5/2.0) and SR-70 (PM 14.1/15.2) in the City of Marysville in Yuba County. Continuously Reinforced Concrete Pavement (CRCP) is proposed to be constructed at various locations throughout the project and asphalt concrete is proposed to be replaced at various locations throughout the project. In addition, the proposed project involves upgrading curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards where feasible, upgrading utilities and drainage features, and improving traffic operations throughout the project area.

Lead Agency Contact

Name Susan D Bauer
Agency California Department of Transportation
Phone 530 741 7113 **Fax**
email
Address 703 B Street
City Marysville **State** CA **Zip** 95901

Project Location

County Yuba
City Marysville
Region
Lat / Long
Cross Streets SR 20 and 70
Parcel No.
Township

Range	Section	Base
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Proximity to:

Highways Hwy 20 and 70
Airports Yuba County
Railways UPRR
Waterways Feather River and Yuba River
Schools Marysville School District
Land Use Commercial and Residential

Project Issues Aesthetic/Visual; Archaeologic-Historic; Toxic/Hazardous; Water Quality; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Game, Region 2; Office of Historic Preservation; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; State Lands Commission

Date Received 03/25/2011 **Start of Review** 03/25/2011 **End of Review** 04/25/2011

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